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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

#### WEEK DAYS

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei...Dep.	6.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	7.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Tai Po...Dep.	7.18	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Tai Po Market...Dep.	7.21	9.53	11.08	—	12.38	1.53	5.13	6.08	7.48
Fanning...Dep.	7.32	10.03	11.18	—	12.49	2.03	5.24	6.19	7.59
Shuanghui...Dep.	7.58	10.07	11.22	—	12.52	2.07	5.28	6.23	8.03
Shamshun...Arr.	7.43	10.18	11.33	12.20	12.58	2.15	5.34	6.29	8.09

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shamshun...Dep.	7.21	9.05	10.39	11.40	1.56	3.00	4.17	5.13	6.08
Shuanghui...Dep.	7.28	9.12	10.46	11.47	—	3.07	4.24	5.20	6.15
Fanning...Dep.	7.33	9.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Tai Po Market...Dep.	7.42	9.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Tai Po...Dep.	7.48	9.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin...Dep.	7.59	9.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yau Ma Tei...Dep.	8.12	9.56	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

#### SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei...Dep.	6.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	7.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Tai Po...Dep.	7.18	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Tai Po Market...Dep.	7.21	9.53	11.08	—	12.38	1.53	5.13	6.08	7.48
Fanning...Dep.	7.32	10.03	11.18	—	12.49	2.03	5.24	6.19	7.59
Shuanghui...Dep.	7.58	10.07	11.22	—	12.52	2.07	5.28	6.23	8.03
Shamshun...Arr.	7.43	10.18	11.33	12.20	12.58	2.15	5.34	6.29	8.09

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shamshun...Dep.	8.12	9.03	11.40	1.56	3.00	4.17	5.13	6.08	6.58
Shuanghui...Dep.	8.19	9.05	11.47	—	3.07	4.24	5.20	6.15	7.06
Fanning...Dep.	8.23	9.09	11.51	—	3.11	4.28	5.24	6.19	7.10
Tai Po Market...Dep.	8.33	9.19	12.02	—	3.21	4.38	5.34	6.29	7.20
Tai Po...Dep.	8.37	9.23	12.07	—	3.25	4.42	5.38	6.33	7.24
Shatin...Dep.	8.51	9.37	12.21	—	3.38	4.56	5.51	6.46	7.38
Yau Ma Tei...Dep.	9.03	9.49	12.33	—	3.50	5.08	6.03	6.58	7.50
Kowloon...Arr.	9.11	11.37	12.41	2.37	3.58	5.16	6.11	7.06	7.97

#### SHA TAU KOK BRANCH.

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning...Dep.	7.45	11.30	2.20	6.25	—	—	—	—	—
Shatankok...Arr.	8.40	12.25	3.15	7.20	—	—	—	—	—

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning...Dep.	7.45	11.30	2.20	6.25	—	—	—	—	—
Shatankok...Arr.	8.40	12.25	3.15	7.20	—	—	—	—	—

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## POLITICS IN GREAT BRITAIN.

### WHO WILL SURVIVE THE SHOCK OF THE GREAT STRIKE?

[BY A BLIND ENGLISHMAN.]

As the news comes filtering through it becomes more and more apparent that the labour party in Great Britain have been badly advised of late.

The leaders have "let down" the rank and file, and the rank and file will not quickly forgive. For six months it was apparent that, when the coal subsidy ended, there would be a crisis. It has been obvious for six years that both the Conservative "die-hards" and the extreme socialists wanted a fight. The former still believe in the old theories that the working classes should go to church and murmur "God bless the squire and his relations," and keep us in our proper stations. The latter see the grave in justice of our social system and wish to smash it.

#### JOHN CITIZEN.

The average voter in Great Britain dislikes the theories of the "die-hards" and the communists. He wants peace and quietness. He dislikes sudden changes. Threats only make him more determined. Above all he has a great respect for the law of the land.

It will probably be recorded that it was the legal opinion of Sir John Simon, a Liberal, and the judgment of Mr. Justice Astbury that caused the strike to collapse. Labour leaders such as Mr. Ramsay MacDonald, Mr. J. H. Thomas and Mr. Philip Snowden were bound to the funds of the trade union. Mr. Maxton and the "die-hards" in the Clyde district no doubt regret "No surrender." The counsel of caution seems to have prevailed and the Communists were defeated. They will probably never have a chance to sway the Labour Party again.

It would be absurd to suppose that the failure of the general strike will smash up the trades unions. It may alter their legal position. It is by no means unlikely that the great political fights of the next decade will be about proposals affecting the funds and liabilities of the unions.

Will the Liberal party disappear? The British temperament dislikes a three party system. The Home Rule split of 1885 created the Liberal Unionists but the party has disappeared. It seems probable that other Liberals will follow Mr. Churchill and that there will be only two parties, viz., the Constitutionalists, or Tories, and the Labour Party or Socialists.

Mr. Lloyd George is not popular with either party. He may be a voice crying in the wilderness for years.

#### TOWARDS FREEDOM.

During the past two centuries the manual workers have obtained a great increase of political power. It is true that the housing conditions in some parts of Glasgow and other great cities are still dreadful. These conditions are now advertised and there is always sympathy for those compelled to live in the slums. Town planning and public health problems receive great attention from politicians. Britain may not yet be "a land fit for heroes to live in" but there have been tremendous improvements in the general condition of manual workers since the war.

The old iron laws of Nature still remain and no amount of legislation will change them. "The race is to the swift and the battle to the strong." Unless Britain can sell manufactured articles abroad she cannot hope to prosper.

#### NO CORRUPTION.

We must be thankful that, for all the faults of British politics, it is free from corruption. So is the British civil service. It was not so two centuries ago. In the days of the old "rotten boroughs" those who could control the seats systematically received their rewards. There were created class privileges and, on the whole, the burden of taxation was inequitably distributed.

Then came the industrial era, with the development of steam power and electricity. Britain grew very wealthy. The standard of living went up by leaps and bounds.

There grew in numbers and in influence an almost new class, known generally as the middle class. We may, if we please, scoff at the old Victorian ideals, but that middle class believed in them. Samuel Smiles wrote "Self Help" and there are famous men to-day who speak well of it. The theory was that if you wanted to be happy you must prosper and if you wanted to prosper you must work hard. There were all sorts of phrases which we of this generation, might remember with advantage. "A penny saved is a penny earned" and "honesty is the best policy" are among them.

#### FREE EDUCATION.

The two things which have affected the world in which we live more than anything else are (1) the growth of scientific knowledge and (2) free education.

In Britain free education reaped its reward during the war. The working classes were able to read. They responded in an amazing manner to the appeal of Lord Kitchener.

For twenty years before the war the working classes in Great Britain had been growing more and more discontented. They believed that they were not getting their fair share of the good things of this life.

The limited liability company, made accessible to the workers the statement of profits. Many of the directors of these companies were men who, putting into practice the advice of Samuel Smiles, became more wealthy. Many of the artisans in the Midlands and the North of England commenced his married life on thirty-five shillings a week and left hundreds of thousands of pounds to his children.

The middle class supplied the intellectual socialists, such as Mr. Bernard Shaw and the Webbs. They determined to stir up the working classes.

#### HUGE PROFITS.

During the war many families made huge profits and other made enormous sacrifices. The simple faith in a benign Providence no longer consoled the losers. The working class demanded more and more.

All over the world that spirit of discontent—sighing. We have experienced it in the Far East and it has been rampant in other parts of Asia.

In this Colony and in Shanghai men "in the know" suddenly made fortunes. They toiled not neither did they spin. Those who did not make the fortunes called them parasites.

Mr. Bonar Law, in 1917, in the House of Commons, drew attention to the profits of shipping companies. He explained that he had invested a total of £5,100 spread over fifteen companies. At five per cent. interest he would have received £240. For two consecutive years he received, instead of £240, the revenue of £2,634 and £3,847. He invested another £350 and, after a handsome dividend, obtained a cheque for £1,650 surplus capital.

Many engineering companies in Britain made enormous profits out of munitions and war supplies. Strangely enough the tax-payer who held no shares in such concerns thought it grossly unfair that such profits should be made. The attempt to make the "profiteers" disgorge failed. The death duties, however, have been so steeply graded that they have become in reality a capital levy.

#### INCREASING TAXES.

The tendency of all legislation since the war has been to improve the conditions of life of the manual workers. It has meant, inevitably, increased taxation.

Will there now be a great reaction? Will the old Tory "die-hards" sway the party? Will the employers dictate their own terms to labour? Will the middle class find the burden of taxation less in the near future?

(Continued on next Column.)

## KING ALFONSO'S DAUGHTERS.

### THE DAY'S ROUTINE.

#### THEIR LOVE OF SPORTS.

Madrid, May 4th.

The general public of Spain knows but little of the home life of two daughters of King Alfonso and Queen Victoria—the Infantas Beatrice and Maria Cristina. Their appearance in public, however, is fairly frequent and the tall figures of the two sisters, with their fair hair and fresh complexions, are always recognized. Beatrice, the elder, will be seventeen years old on June 22nd this year, while Maria Cristina will be fifteen on December 12th.

The Infanta Beatrice resembles her father somewhat in features and is rather darker than the Infanta Maria Cristina, who is more like her mother. Both of them possess high spirits and display great activity, while at the same time they are extremely gentle and generous. Both love country life and delight to explore the great Pardo park and the grounds near the Madrid palace known as the Country House of the King in search of wild flowers. They talk freely to the gardeners and keepers on these outings.

The Royal damsels are early risers and go to mass every morning with very few exceptions. After their customary light breakfast they devote themselves to physical culture in the palace grounds except when the weather is bad. Sport is one of their great distractions. Beatrice is an accomplished high jumper, while Maria Cristina is a good runner, possessing great endurance as well as speed. Both took part recently in a paper chase in the Pardo as members of a team which won absolutely on its merits, beating several other combinations, among which was one in which the Queen joined, but which did not secure a place in the prize list.

Tennis, and riding also are among their favourite diversions, while swimming is much enjoyed by them, especially during their annual summer sojourn at Santander, where they may be seen bathing every day in the sea.

Study naturally occupies a considerable part of the time of the young princesses, two hours every morning being given to Spanish lessons, history being their main topic. Religious instruction is part of every day's work, and they also learn assiduously English, French and German. Antonio Utriza is their Spanish professor. Mademoiselle Le Dieu teaches them French and Miss C. Moran English. Music is greatly liked by both and, that of the classical kind. Every day each of them composes an essay on what has been studied the preceding day.

Daily when their father, the King, is in residence either at home in Madrid or in the palaces at Santander or Sevilla the children enjoy a couple of brief romps with him, during which the exalted position of the family is forgotten and they play together in hearty happiness.

The princesses adore their grandmother, the Queen Maria Cristina, who loves to have them around her and often has them accompany her on her charitable missions in Madrid. They know most of the benevolent institutions of the capital and when they have a spare hour pass their time in sewing garments which they distribute to the poor.

Neither of the princesses has yet come out into society, but it is expected that in the course of this summer the Infanta Maria Cristina will be presented publicly at the British Court and make her entrance into society.

There are the questions of the hour but no one can be sure of the answer. We can only try to preserve a simple faith in the sound common sense of the British people. They have come out of a great peril without any violent political changes. The millions of small investors in war loan and gilt edged securities want political stability. The women voters suspect the socialists.

It seems probable that there will be a conservative government in Britain for many years. The labour leaders have "lost face." Nothing succeeds like success in politics and the present government has succeeded.

It is, however, true of politics that it is the unexpected that so often happens. Communism has had a big set back. The effect will be felt, not only in Great Britain, but all over the world. Perhaps out of evil will come good and we may find that people will cease to chase the rainbow and settle down to do some work. For it is still true that the majority of people in this world must earn their bread by the sweat of their brow.

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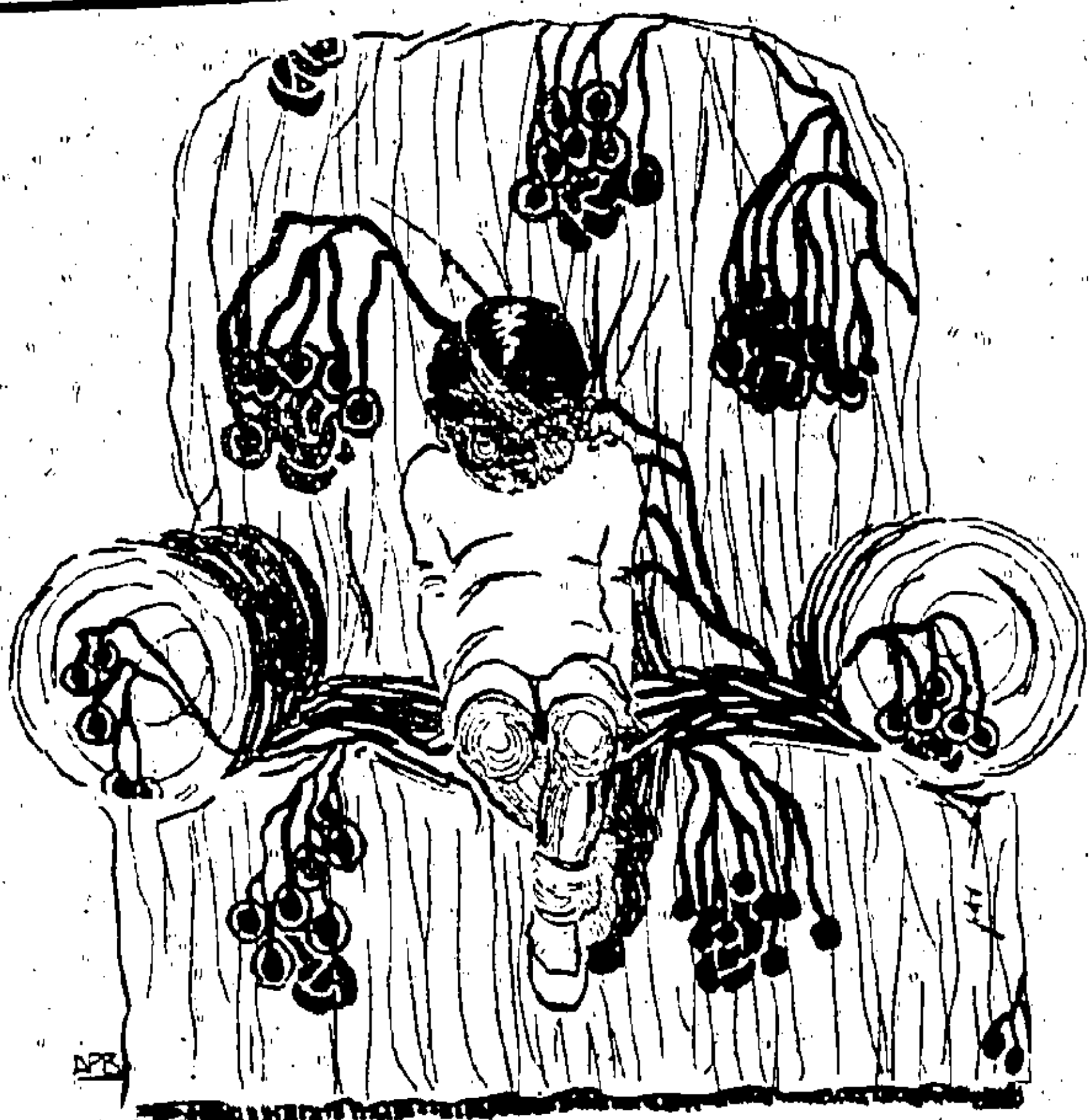


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## MILITARY DEATH PENALTY.

### QUESTIONS IN HOUSE OF COMMONS.

LONDON, April 21st.

In the House of Commons to-day, on the committee stage of the Army and Air Force Bill, Mr. E. Thurtle (Lab.) moved an official Labour amendment to abolish the death penalty for cowardice or desertion. Such a penalty, he said, could not be defended as a military necessity, because the Australian troops were not subjected to it.

The Financial Secretary to the War Office (Capt. H. D. King), replying, said that the death penalty was not always imposed. Personally, he believed that every man in the Great War knew fear. The only difference between individuals was the extent to which they controlled their fear. The existence of the death penalty was a deterrent. All the Powers who participated in the Great War had retained it. The War Office thought this power was necessary.

Lieut. Colonel C. M. Headlam (Con.) declared that none doubted the courage and fighting qualities of the Australians, but it could not be denied that there were a certain number of Australian soldiers not of the right quality. There were a great many who escaped back beyond the line, and lived like bushrangers. The British Army had none of these. If the Australians had had a death penalty, these men would not have existed in the numbers they did.

The amendment was defeated by 269 votes to 123.

The House rejected by 253 votes to 103 a Labour clause to prohibit the use of the military in trade disputes, except when a proclamation had been issued that a state of emergency existed.

Captain King, replying for the Government, declared that there was no question of intimidation or taking sides. The troops were available as much to the strikers as to protect the rest of the community. The Government did not intend to use soldiers for strike-breaking or blacklegging.

### SOVIET PROPAGANDA.

Sir Alan Burgoyne (Con.) tabled a motion that rigorous measures should be taken to suppress revolutionary propaganda carried on in Britain and the Empire among the civil populations and armed forces, with the object of overthrowing the Constitution. Sir Alan Burgoyne described the Soviet ship of state as "rotten from truck to keelson, manned by a verminous, starving crew."

Labour members protested, and the Speaker ruled that such phrases were undesirable when applied to a Government with which Britain conducted relations.

Mr. S. Suklatvala (Communist) said that the propaganda in the army was not for the purpose of causing a mutiny tomorrow, but in preparation for the coming Socialist revolution.

The Home Secretary (Sir William Joynson-Hicks), replying to the debate, pointed out that Britain had been built up upon freedom of opinion, thought, and speech, but when Englishmen tried to bring about changes by armed revolution it was the duty of the Government to intervene.

### CONTROL OF RACING.

In view of the possibility of the Budget proposal to tax betting, interest was aroused by the rejection by 136 votes to 99, of the first reading of a private bill introduced by Mr. A. C. N. Dixey (Con.) to legalise betting and to provide for the registration of bookmakers.

### QUESTIONS.

Answering a question, the Secretary of State for Foreign Affairs (Sir Austen Chamberlain) said that, notwithstanding Russia's declining, "in terms which were not very courteous to the League of Nations or favourable to its objects," to attend a preparatory disarmament conference if it was held in Switzerland, the conference would meet at Geneva on May 17th. Strong efforts to settle the difference between the Soviet and Switzerland had failed, and it was impossible for the League to transfer its seat from Switzerland at the bidding of any Power which happened temporarily to have a diplomatic disagreement with the Swiss Government.

The Secretary of State for Air (Sir Samuel Hoare) said, regarding patents relating to the Brennan helicopter, that so far the matter had been treated as secret. Photographs, therefore, were not available for reproduction, but the whole question of secrecy was being considered. The extra sum of £3,000 appearing on the Estimates relating to expenditure on the helicopter represented Mr. Louis Brennan's salary for seven years. Mr. Brennan would not receive any further emoluments from the Government.

### HOUSE OF LORDS.

A bill was introduced in the House of Lords conferring on Indian and dominion Courts jurisdiction in certain cases for dissolution of marriages of persons domiciled in England and Scotland.

Replying to an enquiry by Lord Parmoor, Lord Cecil reaffirmed the British view that only the great Powers should be permanent members of the League of Nations Council, but the delegation to attend the forthcoming commission to discuss the constitution of the Council would be free of any obligations and declarations hitherto made.

## THE SPANISH AVIATORS.

### GREAT RECEPTION IN MANILA.

### WARM WELCOME ACCORDED THEM.

An enthusiastic reception was accorded by huge crowds to Captain Gallarza and Captain Loriga when they landed at Manila last Thursday morning on the completion of their flight from Madrid. The aviators arrived at Manila from Appari, where they had spent two days following their departure from Macao.

The warmth of the welcome given to the aviators is shown in the following interesting account from the *Manila Bulletin*.

When the aviators were sighted, says the paper, a great shout went up from the crowd. Hats were thrown in the air, and many a Spaniard in the group was not ashamed to be seen sobbing.

The planes circled around the field three times then the small plane headed down. It settled to earth and was brought to rest underneath the tree at the side.

A group of soldiers specially detailed seized the plane and ran it forward. On the faces of Loriga and Gallarza were broad smiles, smiles of relief from 28 days of striving.

Other soldiers vainly endeavored to keep the crowds back. Braving swinging clubs and the imprecations of the military police, they dashed forward.

The plane was brought to a stop. Gallarza jumped out before the crowd could reach it. There were no first words. He was seized from every side, embraced, kissed, and then, protesting, hoisted on the shoulders of the crowd and borne through a cheering mob along the narrow roped lane that led to the headquarters building.

He was carried through the doorway, ducking his head just in time to save himself from a most unsatisfactory ending of his voyage. Safe within, and the door guarded more effectively by the mass jammed inside than by the soldiers stationed without, he showed himself at the window.

Shouts of "Viva Espana," "Viva Filipinas," "Viva America," "Viva Gallarza," "Viva Loriga," "Viva Estevez," and "Viva Arozamena" went up from the crowd. Long before the cheering had subsided, Gallarza expressed the desire to bathe and change.

The Archbishop of China, Aguirre Y. Pratt, entered the room, and Gallarza bent for his blessing.

Then, he sallied forth. Again he was raised on the shoulders of the crowd. Half-way out he was deposited for the benefit of the photographers. Colonel Langhorne approached him.

"I understand you speak English, Captain," he said.

"I do not speak English," replied Gallarza, in a precise accent.

"The governor-general has asked me to convey to you his official and personal gratification in the successful conclusion of your flight," said Colonel Langhorne.

Gallarza bowed, smiled his thanks, said "gracias," and was hurried away to the quarters of Lieutenant Monohan.

Loriga, however, remaining longer in his plane, was lifted out bodily on the arms of enthusiasts admirers.

The first to greet him was an old comrade of his flying days in Morocco.

"You remember me, pal," he cried.

"Sure," said Loriga, and they embraced.

Then came Mrs. Romero Salas, the first, but by no means the last woman in Manila, to kiss the aviator. She was followed by the Archbishop of China, who also embraced and then blessed Loriga.

Amado Salas, son of Don Romero Salas, suddenly shouted, "In the air with him," and Loriga was hoisted on a dozen shoulders.

He was taken to the post hospital where he was greeted by Captain Jacobs of the air service and by Antonio Ossorio, secretary of the Spanish Club.

The crowd, however, kept pressing into the room in which he had taken shelter, and he sought to escape by the back door. On the porch, he met as great a crowd as had forced him out. He too was conducted over to the quarters of Lieutenant Monohan, where he and Gallarza met for the first time since their plane stopped.

There too they encountered Comodoro Guillermo Ivens Ferraz, captain of the Portuguese cruiser which crossed the China sea beneath the Legasi, the fliers' plane.

Captain Loriga expressed his thanks for the assistance and protection that the Portuguese had given him, and assured the captain that while they had been unable to see the steamer, they had perceived its smoke ascending, and that it gave them a feeling of security.

Colonel Langhorne, who also was there, expressed to Captain Loriga, the delight of the governor general over his safe arrival.

Captain Loriga was in the first bar with Mayor Romualdez with Miss Blaquita Danon at the wheel. In the second were Captain Gallarza, Emilio de Motta, the Spanish consul-general, Colonel Langhorne, and Miss Marina Blaquiza, who drove.

Through a long line of cheering crowds the procession went in Calle F. D. Harrison, Calle A. Mabini, Isaac Peral, Devey Boulevard, and on to the Luneta.

It stopped before the Rizal Monument, where Captain Loriga got out, and was presented with a wreath by the Misses Baldmor. Captain Loriga accepted it with thanks, and it was laid on the monument by Mayor Romualdez.

At the Legasi Monument the parade stopped. Captain Gallarza got out, and laid a wreath with which he was presented at the foot of the monument.

From there the procession headed directly for the cathedral. A crowd that overflowed from the steps onto the square below and extended out into the radiating streets awaited them. Entrance into the cathedral was almost impossible in spite of the numbers of policemen who fought to keep the crowd back.

Finally Loriga managed to squeeze his way through. The crowd closed behind him, and Gallarza, despairing of another opening, made his way in through a side door.

In the cool of the cathedral was another crowd. On the benches where the people usually kneel the crowd was standing. On the seats men and women stood erect. The pillars supported still more.

The Te Deum was chanted. Before the altar and facing the crowd were Captains Loriga and Gallarza. The Te Deum ended and the aviators knelt for the Blessing. The service ended and cheer after cheer, lead by the fathers themselves, shattered the calm of the cathedral.

The fliers were borne out, among their carriers being a few of the fathers. They were both put in the same car, in which was riding A. J. Croft, of the Luneta Motors, which had donated and decorated the cars.

They hastened to the Manila Hotel, where they had a brief rest and luncheon.

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## CRICKET. HONGKONG TEAM FOR SINGAPORE. A FINAL WORD OF ADVICE.

It will have been a source of great pleasure to all cricketers to learn yesterday that the efforts of the Cricket Club Committee have proved successful and that the team will sail for Singapore by the s.s. *Ho Kong*, leaving at 5 p.m. on Thursday, the 20th instant; 4 p.m. launch leaves Queen's Pier.

The final composition of the side is as follows: R. H. B. Hancock (captain), E. B. Reed, A. C. I. Bowker, G. R. Sayer, C. Q. M. S. Stapp, Rev. T. B. Powell, A. W. Ramsay, Capt. R. A. Watters, I. M. S. J. D. Humphreys, E. C. Fincher, H. N. Balhatchet, and H. C. Burgess. The whole of the Colony will wish them good fortune in their adventure down South, the first for twenty-five long years.

The three extra men now able to get away are E. C. Fincher, J. D. Humphreys, and H. C. Burgess. Fincher was out to a half volley on Saturday. I am told—I did not see it—and I am at a loss to account for his failure on the Club ground. I have repeatedly seen him playing the best bowling in the Colony on the Civil Service wicket—a far more difficult one than on the Club ground—and though entirely unorthodox he got runs and he didn't get out. I hope the trip will give him the necessary confidence. A good motto for him, and for the team, if I may suggest it, is the old *passant quia posse videtur*, or, as the inimitable Conington has it—

"These bring success their zeal to fan;  
They can, because they think they can."

I am also very glad to learn that "Dick" Humphreys is going, though it is a bit sad for the Bowling Alley. He takes a great deal of getting out when he sets his mind to it, and it is in steady batting the team is chiefly deficient. He and Stripp are our mainstays in this line.

Burgess has not played a great deal of cricket in the Colony. I understand he is twelfth man, and as he can do a bit with the bat and with the ball, he will be a useful substitute, in the unfortunate event of anyone croaking.

A strong rumour was going round today that a popular broker had signified his intention of going down with the side to score. If this is true, and if he has as many Hongkong runs to put down in his score book as he had Hongkong drinks to serve out over the Club bar in the strike, his venture will be a most prosperous one—(even if you spell it—i.e.). And that reminds me of a subject on which I am qualified to advise. (Alright, it's not about cricket!) Just remember that those Singapore gin-slugs aren't so innocent as they look or taste! Good luck! With your shields, or on them!

R. ABBIT.

## CHARITY FOOTBALL.

### TODAY'S GAME AT SOOKUNPOO.

Readers are again reminded of the charity football match which has been arranged for this afternoon on the Garrison Recreation ground, Sookunpo, between a combined team of the Army and Navy and the South China Athletic Association.

The game is being played in aid of the Military Branch of the Ministering Children's League, and is under the patronage of Lady Clementi. H.E. the Governor has promised to be present.

The acting General Officer Commanding, Lieut.-Col. F. S. Montague Bates, C.B., C.M.G., D.S.O., will kick-off at 5.15 p.m.

The Band of the 1st Batt., The East Surrey Regiment, will be in attendance and there will be raffles for the football presented by the Hongkong Football Association and for a credit card, of \$25, presented by Messrs. H. Ruttenberg and Son.

The teams are:—  
United Service team (Red):—A.C.I. Avery, R.A.F. (H.M.S. *Tamar*); Ldg. S. Mills (H.M.S. *Hawkins*); and Pte. Jordan (East-Surreys); Q.M.S. Turner (R.E.); S/Sgt. Sims (captain), (R.A.M.C.); and A.B. Voller (H.M.S. *Ilacchino*); Q.M.S. Charlesworth (East Surreys); Br. Palford (R.A.); A.B. Rice (H.M.S. *Durban*); E.R.A. Ball (H.M.S. *Titanica*); and L/Cpl. Mackleworth (East Surreys).

South China Athletic Association (Blue):—Lau Hing Cheung; Chan So and Lau Yut Tak; Chan Woon La; Lau Yik Ying and Leung Yik Tong (captain); Chan Kwong La; Suet Kam Sun; Leung Wing Tak; Pang King Cheung and K. Sik Wai.  
Referee:—Sgt. Gilmour (R.A.M.C.).  
Linesmen:—Sgt. Forsyth (R.M.C.) and Kwok Siu Yan (S.C.A.A.).  
Reserves:—L. Sto. Ellis (H.M.S. *Durban*); Pte. Bristow (East Surreys); Lo Wai Man and Tsai Ping Fan (S.C.A.A.).

## H.K.C.C. TENNIS TOURNAMENT.

### RUMJAHNS RETAIN DOUBLES TITLE.

#### YESTERDAY'S FINAL.

The final of the Open Doubles Championship of the Colony played yesterday between H. D. and S. A. Rumjahn, the holders, and Major Pratt and Major Stevenson produced a closer game than was expected, and although the Rumjahns won by three sets to love, the Military pair put up an exceptionally strong opposition especially in the second set which went to 22 games. If the Rumjahns, having now won twice in succession, retain their title next year the Challenge Cups will become their property.

The Rumjahn cousins yesterday were quick to seize opportunities. Considering that they have always played together it was natural that their combination should be excellent and it was. As a pair they play better than either does individually.

S. A. Rumjahn, the older of the two, has shown better form in previous rounds than he did in yesterday's match. Very often he failed to return a "soft" ball and was not so accurate in his overhead work as usual. He played a sound game, however, when his side was down in the second set.

His partner, H. D. Rumjahn, was in very good form again and volleyed effectively scoring many points by cross shots. His service was good and he made fewer mistakes in smashing.

Major Stevenson showed up extremely well, earning a great deal of applause by sharp block-volleys which the Rumjahns had no chance to retrieve. He mixed his shots admirably driving often between his opponents, frequently along the side line and varied these tactics with an occasional lob. His keen anticipation won the admiration of the spectators and he was certainly the better of the two losers.

Major Pratt served and smashed with great accuracy and was quick at getting to his opponents' shots, but he failed chiefly at volleying.

#### THE PLAY.

Opening strongly the Rumjahns were very soon in a comfortable position in the first set and won it with the loss of only two games. The Military pair then rallied and some effective play by Major Stevenson quickly gave them a good lead of 4-1. By steady play the Rumjahns brought the score to 5-all. Then came the greatest struggle of the match. The Military pair secured the lead and the games went to 9-all. They had several advantage games but were never quite strong enough to snatch the victory. Major Stevenson lost his service at 9-all, but his side retaliated by winning S. A. Rumjahn's service 10-all. Major Pratt failed to hold his and H. D. Rumjahn coming up strongly, made the second set safe for his side.

Changing their tactics in the third set, the Rumjahns began forcing the pace and did so well that they won the set without the loss of a single game.

Major Pratt and Major Stevenson are to be congratulated on putting up such a good fight against such an excellent pair as the Rumjahns, especially as this is their first experience in local championships.

Redmond and Tottenham attempted to finish their tie in the 3rd round of the Club Singles, but had to stop on account of failing light after four sets had been played. Each player won two sets, the first two going to Tottenham.

Crook and Womack (rec. 3/5) entered the semi-final and then the final of the Handicap Doubles by scoring a doubles victory over two pairs. Detailed scores are appended.

FINAL OPEN DOUBLES.—H. D. Rumjahn and S. A. Rumjahn beat Major W. B. Pratt and Major W. W. Stevenson, 6-2, 12-10, 6-0.

HANDICAP DOUBLES.—(4th round): A. Crook and O. C. Womack (rec. 3/5) beat E. Grimble and R. Hancock (owe 12/5), 6-4, 7-3; (semi-final): A. H. Crook and O. C. Womack (rec. 3/5) beat W. L. Dunbar and W. Lyons (owe 1/5), 6-2, 7-5.

#### HOCKEY.

### WANDERERS v. 5/2nd PUNJABIS.

This match will be played at the Marina to-morrow (Wednesday), at 5.30: Wanderers (in white):—Sergt. Clark, R.A.; Lieut. J. H. Smith, R.A. and Eng.; Lieut. Bennett, R.N.; Mid. Freer, R.N.; E. J. B. Mitchell and Lieut. T. C. Broome, R.N.; Lieut. Armstrong, R.N.; Lieut. H. St. L. Nicholson, R.N.; E. D. Lawrence, E. D. Evans and G. P. Lammert.

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Delivered to Kowloon, \$20.00 per ton.



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[101]

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Terms on application.—

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## HONGKONG BASEBALL LEAGUE.

### COMPLETE SCHEDULE OF GAMES.

The Hongkong Baseball Association will open their League programme on Saturday week, May 20th, with a game between South China (champions of last year) and the Japanese Club (runners-up). In this game H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), who has become Patron of the local Association, has been invited to pitch the first ball.

Altogether 46 games have been arranged, and the programme provides in most cases for three rounds every week-end, two games on the Saturday and one on the Sunday.

Mr. R. C. Tredwell, the American Consul-General in Hongkong, has offered a cup for the player who makes the best batting average.

#### THE PROGRAMME.

The complete schedule of games for this season are appended:—

MAY.  
20.—South China v. Japanese.

26.—H.K.B.B. Club v. Filipinos.

JUNE.  
5.—H.K.V.D.C. v. Club Recreio.

6.—H.K.B.B. Club v. Japanese.

6.—Filipinos v. South China.

12.—Japanese v. Filipinos.

12.—H.K.B.B. Club v. H.K.V.D.C.

12.—Club Recreio v. South China.

16.—Japanese v. Club Recreio.

16.—H.K.V.D.C. v. Filipinos.

20.—South China v. H.K.B.B. Club.

26.—H.K.B.B. Club v. Club Recreio.

27.—Japanese v. H.K.V.D.C.

JULY.  
1.—Club Recreio v. Filipinos.

3.—H.K.V.D.C. v. South China.

Filipinos v. H.K.B.B. Club.

4.—Single Men v. Married Men. (Independence Day—Reserve for Americans).

10.—Japanese v. H.K.B.B. Club.

Club Recreio v. H.K.V.D.C.

11.—Filipinos v. South China.

17.—Japanese v. South China.

H.K.V.D.C. v. Filipinos.

18.—H.K.B.B. Club v. Club Recreio.

21.—H.K.B.B. Club v. H.K.V.D.C.

Club Recreio v. South China.

25.—Japanese v. Filipinos.

31.—H.K.V.D.C. v. Japanese.

Club Recreio v. Filipinos.

AUGUST.  
1.—H.K.B.B. Club v. South China.

7.—Filipinos v. H.K.B.B. Club.

South China v. H.K.V.D.C.

8.—Club Recreio v. Japanese.

14.—H.K.V.D.C. v. Club Recreio.

South China v. Filipinos.

15.—H.K.B.B. Club v. Japanese.

21.—South China v. Club Recreio.

H.K.B.B. Club v. H.K.V.D.C.

22.—Filipinos v. Japanese.

23.—Filipinos v. H.K.V.D.C.

Japanese v. South China.

24.—Club Recreio v. H.K.B.B. Club.

24.—Club Recreio v. H.K.B.B. Club.

4.—H.K.B.B. Club v. South China.

H.K.V.D.C. v. Japanese.

5.—Filipinos v. Club Recreio.

11.—South China v. H.K.V.D.C.

12.—Japanese v. Club Recreio.

The balance of September dates will be used for postponed games and extra matches.

## FINE GAME OF BASKET BALL.

### PRESENTATION OF LEAGUE TROPHIES.

A brilliant basket ball game was played on the grounds of the Chinese Y.M.C.A., Bridges Street, yesterday afternoon, on the occasion of the presentation of trophies to the winning teams of the inter-school league, both senior and junior.

The Ying Wa College quintet, the champions of the season, met a combined team representing the Hongkong University, Queen's College, Y.M.C.A. Students Hostel, St. Paul's College, and Educational Institute. Hundreds of students from the Hongkong schools assembled to watch the exhibition of the best and experts of the game in the Colony, and they were not disappointed. The match was exciting from start to finish. The passing and shooting of the Ying Wa boys, which has attracted so much attention since the opening of the season were the features of the display. The game ended in favour of the Ying Wa College, by a score of 69 to 55.

Before the game the Rev. E. G. Stewart, president of the Hongkong Basket Ball Association, handed the two league shields to the Ying Wa teams. Mr. Stewart, who was supported by Mr. S. W. Ko, physical director of the Chinese Y.M.C.A., Mr. Ho Ka Lau, hon. secretary of the Association, and other officers, congratulated not only the players of the Ying Wa College but also Mr. Richard Shim, who, he said, enjoyed the rare distinction in the Colony of being a successful headmaster and athletic coach at the same time. Mr. Shim is a leading athlete in the South China Athletic Association and was captain of the champion baseball team in Hongkong last season.

#### WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—  
The anti-cyclone between South-west Japan and the Bonins has weakened. A depression appears to be forming over Northern China.

Local forecast:—East or variable winds, moderate, cloudy, showery.

At the Central Magistracy yesterday before Mr. R. E. Lindell, the Chinese master of a business at 3, On Lan Street, was charged with uttering a forged cheque on the Hongkong and Shanghai Bank, purporting to be of the face value of \$600 (Hongkong currency), knowing the same to be forged. As His Worship held that in the circumstances the case did not amount to forgery, Detective Inspector T. Murphy put in an alternative charge of attempting to obtain money from the Bank by false pretences. The case, for which it was stated Mr. G. R. Hayward will appear for the defence, was remanded, bail being allowed on security of \$1,000 cash.







## NEW ADVERTISEMENTS.

**HONGKONG TRAMWAYS, LIMITED.**  
BATHING AT TSAT TSU MUI.  
POST OFFICE—QUARRY BAY SERVICE.

COMMENCING on THURSDAY, MAY 20th and for the duration of the present bathing season a SERVICE of CARS will operate between Post Office and Quarry Bay as under:  
From Post Office—4.00 p.m. and every hour until 7.00 p.m.  
From Quarry Bay—4.30 p.m. and every hour until 7.30 p.m.  
L. C. F. BELLAMY,  
General Manager.

[3578]

**PEAK TRAMWAYS COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on FRIDAY, 29th MAY, 1926, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 30th April, 1926.  
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 24th MAY, to MONDAY, 31st MAY, 1926, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers, [3578]  
Hongkong, 18th May, 1926.

**HONGKONG JOCKEY CLUB.**

A MEETING of MEMBERS will be held in the Jockey Club Room, Hongkong Club Annex, on FRIDAY, 21st MAY, 1926, at 5 p.m., for the purpose of discussing the Method of acquiring Subscription Grants for Next Season. The Attendance of all Members interested is requested.

By Order,  
C. B. BROWN,  
Secretary.

[3575]

**PALACE HOTEL.**

**BILLIARD HANDICAP.**

A BILLIARD HANDICAP, 250 Up will be held at the PALACE HOTEL, Kowloon, SILVER CUPS will be presented for the First, Second and Third Prizes, and a Special Prize for the Highest Break.  
Entrance Fee—\$3.00.  
Entries CLOSE on MAY 23rd. [3573]

**GRAND CHARITY FOOTBALL MATCH**  
IN AID OF THE  
**MINISTERING CHILDREN'S LEAGUE.**

**UNITED SERVICES**

**SOUTH CHINA ATHLETIC ASSOCIATION.**

19th MAY, 1926.

Kick Off at 5.15 p.m.

**PRICES OF ADMISSION.—**

COVERED STAND ... ONE DOLLAR.  
OPEN STAND ... FIFTY CENTS. [3570]

**RANLING HUNT STEEPCHASES.**

**WHITSUNTIME MEETING.**

MONDAY, 24th MAY, 1926.

RANLING HILL ... 2.30 p.m.  
FIRST RACE ... 3.00 p.m.  
ENTRANCE TO ENCLOSURE AND COVERED STANDS ... \$1.50 PER HEAD.

MOTOR CARS can be PARKED on the RAIL opposite the GRAND STAND \$5 Per Car.

SPECIAL EXPRESS TRAIN to the Races Leaves Kowloon at 1.15 p.m.  
RETURN SPECIAL EXPRESS TRAIN Leaves RANLING STATION at 5.52 p.m.  
REFRESHMENTS will be Catered for by the RITZ. [3561]

**HONGKONG JOCKEY CLUB.**

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 5th JUNE, 1926 (weather permitting) may be obtained at the Race Course, Hongkong Club and Clarendon Bay Stables.  
ENTRIES will CLOSE at 12 o'clock, Noon on SATURDAY, 22nd MAY, 1926. [3555]

## NOTICE.

NOTICE IS HEREBY GIVEN that I shall not be responsible for any DEBTS contracted by my wife MORA LEE LOUREIRO residing at No. 330, WATERLOO ROAD (1st floor), Kowloon.  
Dated the 14th May, 1926.  
WALTER LOUREIRO, [3572]

## INTIMATIONS.

**HONGKONG & TERRITORIAL ESTATES, LIMITED.**

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, "St. George's" Building, No. 8, Connaught Road, on THURSDAY, the 20th MAY, 1926, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the period ended 31st December, 1925, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 11th MAY, 1926, until THURSDAY, the 20th MAY, 1926, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 10th May, 1926. [3542]

**UNION INSURANCE SOCIETY OF CANTON, LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Buildings, Hongkong, on FRIDAY, 29th MAY, 1926, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Society will be CLOSED from MAY 12th to MAY 29th, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, May, 3rd 1926. [3519]

**BRITISH TRADERS' INSURANCE COMPANY, LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Buildings, Hongkong, on FRIDAY, 29th MAY, 1926, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 29th, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, May 3rd, 1926. [3520]

**THE CHINA FIRE INSURANCE COMPANY, LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Buildings, Hongkong, on FRIDAY, 29th MAY, 1926, at 11.30 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 29th, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, May 3rd, 1926. [3521]

## SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$15 for the Large Size. Please Apply to The CASHIER. [3572]

## TO LET.

COMFORTABLY FURNISHED ROOMS with Private Bathroom and Private Verandah TO LET with Good Board at the SUPERIOR BARRACKS, WHEAT-SHELL HOUSES on one of the Best Beaches and next to the MAINLAND GOLF COURSE. Special Rates for a Stay of More Than One Month.—Apply Mrs. NIVEN, WHEAT-SHELL. [3572]

TO LET.—In WHEAT-SHELL from JUNE to OCTOBER. FURNISHED HOUSE having Four Large and Three Small Rooms, etc. Tennis Court, and Nice Garden. Splendid Situation.—Apply Box 3571, c/o Hongkong Daily Press. [3571]

## TO LET.

4-Roomed FLAT in CARRINGTON BUILDING, Kowloon.—Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD., Alexander Building. [3543]

PREMISES TO LET in the DAIRY FARM BUILDING, PERSIMMON STREET, East Point, Floor Area: 5,235 Sq. Ft. Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the Secretary, DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3568]

HOUSE Mid-Level also One between CATHOLIC CATHEDRAL and St. Paul's. Mortgages arranged on Architect's valuation. HOUSE, FLATS and BUILDING LOTS. Negotiated. SMALL INVESTORS. Tel. 4530. [100]

## INTIMATIONS.

## THE SPIRIT OF THE SEAS.

From the great blue deep came forth the Empire, boundless and free. Across the wide waters of all the seas unceasingly pass men and ships, binding more tightly the common bonds of a noble heritage. Not least amongst these ties is

## DEWAR'S

## DEWAR'S "WHITE LABEL" AND "VICTORIA VAT" FINEST OLD SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

**A. S. WATSON & CO., LTD.**

50

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

**The Daily Press.**

HONGKONG, MAY 19TH, 1926.

## GOVERNMENT CONTROL.

THE case for the continuance of rent control, as it is presented by the Hongkong Tenants' Protective Association in their petition to the Government, appears to us to be particularly weak. It is only when a shortage brought about by abnormal conditions may lead to exploitation that the Government are justified in interfering with matters of this kind. Otherwise it is far better from every point of view, and fairer for all concerned, to allow prices to be regulated by the ordinary laws of supply and demand. The Tenants' Association ought to have shown that there are not enough houses to go round. They do nothing of the kind. They simply point to the congestion of the central business districts—an unsatisfactory condition of our commercial life which will be perpetuated by artificial rent restrictions—and suggest that removal from the locality where good-will has been built up, will mean serious loss of custom. Such arguments could be advanced with equal force by Tenants' Associations in any City of the world, but they would not be listened to for a moment. The problematical loss of custom has to be set against the certainty of saving in overhead charges and the time comes in every business when the owner must decide whether it is in his interest to stay where he is or to move to other quarters.

The great need in Hongkong is for business interests to spread out a little more. At present we are all on the top of one another and yet a little further afield are areas waiting development. What inducement, however, is there for the builder to develop these areas in competition with a Rents Ordinance? The Tenants' Association admit that there are houses even now at low rentals in outlying districts which are empty. That seems to give their whole case away. Those houses will probably remain empty much longer than they would do if people could not, under protection of the Government, remain secure in possession of their accommodation in the centre of the City. And why should the Government give an advantage to occupiers at the expense of others less fortunately placed if it can be shown, as apparently it can, that somewhere or another, there are sufficient houses to meet all needs. Surely in the circumstances, it would be wiser to allow rents to find their own levels. The free competition between district and district, accompanied by building activity, should prevent rents soaring.

The Tenants' Association touch upon a more difficult problem when they speak of the lack of transport facilities, but here again the existence of a Rents Ordinance hampers rather than helps any practical progress being made towards its solution. Transport Companies will soon provide facilities for getting people backwards and forwards to town if there seems to be any prospect of establishing their services on a sound commercial basis. Should there be first of all a population sufficiently large to enable Transport Companies to work at a profit or should the Transport Companies introduce special services in order to attract people to live farther out? The Canadian Pacific Railway adopted the latter policy with wonderful success but it is, perhaps, a little too much to expect train and bus companies to follow this bold example. It must be shown, at any rate, that people are willing and ready to live away from the central districts before the Transport Companies make a move, but the Tenants' Association urge that conditions should be maintained for enabling people to stay where they are and at the same time ask that cheap and speedy transport should be encouraged.

The Eastern Extension Cable Company announce that owing to faulty cable connection, telegrams to and from Shanghai and beyond are subject to delay.

The annual athletic sports of the Wah Yan College are being held on the Hongkong Football Club ground at Happy Valley this afternoon, commencing at 1 p.m. Prizes will be distributed at 5.30 p.m. by Mr. A. E. Wood, the Director of Education.

The forthcoming weddings are announced of Mr. Cheah Kong Sang, medical practitioner on the a.s. Juhui, and Miss Lily Louise Tsan Te Soon, of 11, Babington Path; Mr. Lai Tze Kei, merchant, of 347, Portland Street, and Miss Wong Ding Tong, teacher, of 28, Jordan Road.

A meeting of the Sanitary Board was held yesterday. Those present were Mr. N. L. Smith (the President), Dr. W. V. M. Koch, Dr. W. Pearce, Dr. S. W. Tso, the Hon. Mr. H. T. Creasy (Director of Public Works), Mr. Wong Kwong Tin, Dr. A. G. M. Severn, and Mr. R. A. D. Forrest (Secretary).

During the week ended May 15th there were two fatal Chinese cases of small-pox, three cases of diphtheria, one British, one Portuguese and one Chinese of which one proved fatal, one case of enteric fever and one case of influenza reported. During the 24 hours ended May 17th there were two further Chinese cases of small-pox.

The case against Chen Cheung, a partner in the firm of Fook Hing Ping Kee, on charges of embezzlement of the firm's monies, was withdrawn at the Central Magistracy yesterday, when it was stated that one of the other partners, at whose instance the indictments were instituted had left the Colony. Mr. L. D. Turner was for the prosecution, and Mr. E. S. C. Brooks for the defence.

A motor-truck overturned at the corner on the Tsai Wan Road, near Laichikok Prison on Monday. Four men, who were riding in it, were injured and were removed to the Kwong Wah Hospital.

The pupils of Miss Violet Capell will give a dancing display at the Theatre Royal on Saturday, June 5th, and there will be a matinee performance on the following Wednesday, June 9th. The display is under the patronage of H.E. the Governor and part of the proceeds will be given to the London Hospital. Altogether some eighty children will take part ranging in age from four years upwards.

Mail from Home will arrive every day from to-day until Saturday. To-day the s.s. *President-Madison* is due with Home and European mail via Siberia, in addition to letters and papers from U.S.A., Canada, Japan and Shanghai: tomorrow the R.M.S. *Empress of Russia* will arrive with letters from London, April 17th, via Canada, and will also bring mail from Canada, U.S.A., Japan and Shanghai: on Friday letters from the United Kingdom, dated April 22nd, via Negapatam, should arrive by the *Fook Sang*, and on Saturday the papers from Home of the same date should come by the s.s. *Hellerophon*.

## THROUGH SHOT AND SHELL. LANTERN SLIDE LECTURE BY REV. G. E. S. UPSDELL.

Under the auspices of the local branch of the Navy League, a lantern slide lecture was given by the Rev. G. E. S. Upsdell at the Central British School last evening.

The chair was taken by Mr. W. A. Dowley, Vice-President of the local Branch of the Navy League, who introduced the lecturer and proposed a vote of thanks to him, at the conclusion of an interesting two hours' entertainment.

## THE LECTURE.

The Rev. G. E. S. Upsdell prefaced his remarks by reminding his audience that the prosperity of Hongkong depended upon its ocean trade; and its merchant princes relied upon the freedom of the seas to freights and passenger vessels. This safety was enjoyed solely on account of the British Navy, which had swept the pirates from the trade routes.

The lecturer said that whilst Nelson begins the roll of Britain's heroes, much as Napoleon, his great opponent, fills the stage from the French point of view, it must not be forgotten that long before the day when the man who gave the message to his sailors that England expected every man to do his duty, there lived seafaring heros who freely gave their blood and genius to further England's greatness.

Next Mr. Upsdell dwelt on the tragic execution of Admiral Byng, who had been convicted of cowardice before the French—many historians saying that he was wrongly convicted for an error of judgment. At any rate, a seaman, who witnessed the execution, turned away with tears in his eyes and exclaimed: "There lies the bravest and best officer in the navy." The following year, on September 29th, 1758, Nelson was born. A number of pictures were then shown depicting the youth of Nelson, his narrow escape from a bear when a midshipman on H.M.S. *Caracas*, his service under Lord Hood as captain of the frigate *Albemarle*, down to the outbreak in France, in 1793, when Nelson was gazetted Captain of H.M.S. *Agamemnon*. He participated with Lord Hood's fleet in the blockade and ultimate capture of the French fleet at Toulon, after which he was sent to Naples with despatches. Here he met the famous Lady Hamilton, whose future life had so much to do with that of the naval hero. By easy stages the lecturer and lantern slides took one down to the battle of St. Vincent, in which an exciting boarding incident was brought vividly before the audience.

## NAPOLEON'S AMBITIONS.

The ambitions of the quiet French Emperor, with his Sphinx-like face were fully dealt with by Mr. Upsdell, accompanied by appropriate slides emphasising the stirring days of that period. After dwelling upon Napoleon's determination to conquer, and his marring of troops at Boulogne, the lecturer remarked that doubtless those present would be amused to see a reproduction of a medal struck by Napoleon to commemorate the invasion of England. It bears beneath the group on the reverse, the French words "Frappée à Londres" (struck in London). The following picture showed many of the projects made by the French for the invasion of England, including the employment of balloons and the "use of the Channel tunnel."

Then followed a résumé of the period from May 18th, 1803, when Nelson hoisted his flag on H.M.S. *Victory* until his death, the main incidents being thrown on the screen.

## REFUSE DESTRUCTION. DR. KOCH ADVOCATES INCINERATORS.

## COMMITTEES APPOINTED.

At a meeting of the Sanitary Board yesterday, Dr. Koch raised again the question of providing incinerators for destruction of refuse in the Colony. He held that not only would it be an advance in sanitation, but also that it would in the long run be economical.

It was stated by the Director of Public Works that the Government had discussed the matter at the beginning of the year, and that officials had been delegated to investigate the feasibility of having incinerators in Hongkong.

Dr. W. V. M. Koch, pursuant to notice, moved:—

"That this Board appoint a small committee to enquire into and report on the question of Refuse Destruction and the possibility of its adoption in this Colony."

## A HARDY ANNUAL.

Dr. Koch said that the matter of refuse destruction in the Colony was one of the annual things, which had for some time past been brought before the Board. It had been turned down several times, but that was no reason why the matter should be considered again.

There was no doubt that the dumping of rubbish in the sea was fairly easy and if it was dumped at a certain distance out it should not return. But they knew that it did return to the bathing beaches of the Colony. Apparently the men on the launches did not trouble where they dumped it when they were not under European supervision.

## ECONOMICAL.

If refuse destructors were used, they would be helpful for other work on the island and could be utilised in a variety of ways. This would make them economical. They would, of course, have to consider the costs of installing incinerators, but he felt that in a matter of public health, the authorities should not take the question of costs so much into consideration. Their present fleet of barges could be disposed of. If the system he advocated were adopted it would be ultimately a great saving to the Colony. After a few years the expenses would be very small.

He had been informed that the use of these destructors in Malaya, British Guiana, and Trinidad, were very successful. Many years ago he had charge of a hospital in Trinidad, and the rubbish was destroyed by incineration. The ashes were used for manuring the grass on which the horses, used for the ambulance, were fed.—(Laughter)

"He felt that plans should be submitted for the examination of the Government. If the Government was not in favour of the project, then the whole matter would drop."

## GOVERNMENT'S INVESTIGATIONS.

The Hon. Mr. H. T. Creasy (the Director of Public Works) said that the matter had been discussed by the Government, and investigations were being carried out as to the feasibility of securing refuse destructors in the Colony. The Government were going very closely into the question, instructions having been given concerning it at the beginning of the year.

The President said that he was aware that such enquiries were being made, but he saw no objection to having a duplicate set of enquiries made by the Board.

Dr. Koch said that the Board was interested in the matter as it concerned public health. He felt that the Board should make its own enquiries.

Dr. Tso seconded and the motion was carried unanimously.

## "THE TEN COMMANDMENTS." FULL HOUSES AT QUEEN'S THEATRE.

Full houses at all four performances saw the first showing at the Queen's Theatre yesterday of what is undoubtedly one of the greatest and best staged productions by Cecil B. de Mille for Paramount, namely "The Ten Commandments."

The film does not belie what has already been written in advance regarding it. The story it depicts is of absorbing, intense and gripping interest throughout. In the first part the story of the Children of Israel in bondage and suffering under the oppression and tyranny of Pharaoh is portrayed in some magnificently staged scenes; while those showing the Israelites crossing the Red Sea, the crashing of the waters on Pharaoh's hosts who pursued them, the receiving of the Ten Commandments by Moses, and his breaking of the Tablets of Stone when he discovers the Israelites worshipping the Golden Calf are all marvellous efforts in photography, creating an effort which leaves nothing to be desired.

In the second part of the film, the modern story of the two brothers living lives as wide as the poles apart, in their own way and according to their own principles, is acted with splendid realism and faithfulness.

"The Ten Commandments," is altogether a well produced screen story which should on no account be missed. Not fewer than 5,000 people participated in it, and the principal parts are in very capable hands.

The picture will run until Saturday at the Queen's and will be shown four times daily at 2.30, 4.00, 7.15 and 8.30. In view of the heavy demand for seats early booking is advised.



## STRIKE AFTERMATH.

## THE COST OF THE GENERAL STOPPAGE.

## MINERS TO ACCEPT RUSSIAN MONEY.

[BRITISH WIRELESS SERVICE.]

Reuter, May 17th.

Sir James Martin, President of the London Chamber of Commerce, has addressed the following letter to the Premier:—"On the return to normal conditions, I am impelled, on behalf of 60,000 business firms and companies represented on the Council of this Chamber, to express to you and other members of the Government, the keen appreciation and admiration which is felt by all at the manner in which the Government, have functioned during the past critical days in maintaining the vital services of the country and safeguarding the food supplies of the people. I feel confident that your appeal for the spirit of goodwill in industry, will not fail to meet with a ready response."

[THROUGH REUTER'S AGENCY.]

COST OF THE STRIKE.

London, May 17th.

In the House of Commons, answering questions, Mr. Winston Churchill anticipated that the direct Government net expenditure as a result of the strike would not exceed £750,000 and maybe less. The direct Government expenditure would probably not be large while there would be countervailing receipts. Moreover, the strike had resulted in saving of normal expenditure in some cases, as for example, practice flying and also Woolwich Arsenal. As regards revenue there were increased customs clearances before the strike to offset against the reduction of the strike period. The effect upon direct taxation would mainly appear in next year's estimates and any loss of profits would be made up by increased trade activity in the interval. Assuming that the coal stoppage was not prolonged he did not anticipate any appreciable disturbance of revenue for the current year, and saw no reason at present to propose additional taxation. (Cheers.)

Mr. F. A. Macquisten interposed: "Isn't this the cheapest attempt at revolution that there has ever been?" (Laughter.)

[BRITISH WIRELESS SERVICE.]

THE LOSS IN WAGES.

Reuter, May 17th.

Mr. H. B. Betterton, Under Secretary for Labour, stated in the House of Commons, that it had not yet been possible to collect the material for making even an approximate estimate of the amount lost in wages in Great Britain during the general strike, but it was clear that the amount would run into many millions. Enquiries in London shopping centres to-day, showed that a rapid recovery in business is anticipated. Indeed to-day, shops seemed more busy than ordinarily, although, of course, arrears of buying would account partly for this.

[THROUGH REUTER'S AGENCY.]

STRIKE LEADER'S CONFESSION.

London, May 17th.

Mr. C. T. Cramp, the Industrial General Secretary of the National Union of Railwaymen, speaking at Plymouth, said the strike had probably cost the Union nearly £1,000,000 and the companies £2,500,000. He added that he did not believe that a general industrial strike could ever be carried out effectively, because if it was carried to a logical conclusion they starved and paralyzed themselves as well as everybody else. The Railway Unions had saved their lives by their action regarding the agreement but possibly some Unions and workers in some industries would find it most difficult to return to pre-strike conditions.

RUSSIAN MONEY FOR MINERS.

Referring to a report that the Miners' Federation has received a cablegram from the Russian Miners' Congress offering a first instalment of £300,000 collected by Russian Unions to assist the wives and families of British miners, Mr. A. J. Cook said he had appealed for funds to relieve distress from anywhere and anybody, and he would certainly be pleased to accept money from Russian mine workers.

## APPEAL FOR HELP.

The Miners' Federation has appealed to "all those desiring peace in the mining industry to prove their sincerity by helping us to relieve suffering and thus create a good spirit among the mining community." They say that one million miners are locked out and thus 3,000,000 human beings are suffering. "We want peace in our industry and will work for a speedy and satisfactory settlement to ensure that once again Britain's basic industry will be running harmoniously."

[BRITISH WIRELESS SERVICE.]

OTHER ITEMS BY WIRELESS.

Reuter, May 17th.

Reports continue to come to hand of industries having been maintained during the general strike. In the west of England woollen industry there was no cessation of work, whilst in the Nottingham textile trade there was little modification in output. Production in the machine tool trades has been quite unaffected. Manufacturers of cast iron hollow-ware have kept their factories at work and other Birmingham industries are resuming with the utmost rapidity. All the above industries are in a position to expedite export orders without delay.

THE SOCIAL SEASON.

During the last few days hundreds of cablegrams have been received from overseas visitors, who are on the point of sailing for Europe, asking if the social season was likely to be affected by the strike. They may be assured that from now onwards nearly all the season's principal events will take place. Indeed, if the coal strike is ended quickly, the season should run its normal course.

BOUQUANT STOCK MARKET.

Stock markets opened to-day with a buoyant tone. There was a substantial increase in business and services rose sharply in several sections. Following a slight reaction about mid-day, the tone became stronger.

To-day was making up day, and it is remarkable that making-up prices generally record an appreciable advance compared with the prices which ruled on the last making-up day, a fortnight ago on the eve of the general strike.

Opinion is generally expressed in financial circles that the industrial atmosphere has been cleared by the defeat of direct action and that the movement in sound British securities will come in for much more attention in consequence.

[THROUGH REUTER'S AGENCY.]

## AMUNDSEN'S ADVENTURES.

## THE "NORGE'S" BATTLE WITH GALES AND SNOW.

Rome, May 17th.

An idea of the "Norge's" battle with gale, snow and fog is given in Captain Nobile's radiogram to Signor Mussolini from Nome, reporting that after a successful negotiation of the first stage difficulties began to arise over Point Barrow owing to a dangerous deposit of ice accumulating on the metal parts of the airship. From there to Teller there was considerable trouble, necessitating the "Norge" to deviate from her course in the neighbourhood of the Behring Straits through strong winds and dense fog. The airship was finally buffeted by blizzards as it approached Nome but profited by a lull to effect a landing. It covered 3,000 miles from Spitzbergen in 71 hours.

"NORGE" FILMS.

Norw., May 18th.

Two cinematograph operators who had aeroplaned from Teller where they filmed the dismantling of the "Norge" say the dirigible resembled a mass of wreckage in deflated form. The airship will be shipped to America in a fortnight. In the meanwhile the films are being rushed to America by train and steamer.

## THE DANISH FLIGHT.

## LIEUT. HERSCHEND'S SLOW PROGRESS.

Bushnik, May 17th.

The Danish aviator, Herschend arrived from Bunderabbas yesterday and departed for Baghdad to-day.

ARRIVAL AT BAGHDAD.

COPENHAGEN, May 18th.

A message from Baghdad states that Lieut. Herschend has arrived there.

## STRUGGLE IN MINE.

## COAL STEALERS ARRESTED BY THE POLICE.

London, May 18th.

A desperate underground fight in pitch darkness occurred early this morning in a lonely colliery at Abertillery when police found fifty unemployed miners stealing coal from the face of the mine. Two of the miners saw the police and raised the alarm.

The police rushed in and a terrific struggle ensued. After a long and exhausting struggle in mud and water the police arrested eight of the men, and recovered 62 bags of coal.

## FLOODS IN ITALY.

## CONSIDERABLE DAMAGE IN VARIOUS DISTRICTS.

Rome, May 18th.

Severe floods have occurred in various parts of Italy. Three bodies have been recovered from the Adige at Verona. A considerable area is inundated. Several landslides have occurred, and many roads are impassable.

The Po overflowed its banks, completely isolating three districts at Brescia. An avalanche of snow at Adamello, at a height of 6,000 feet, overwhelmed a party of workers. Only two bodies have been recovered.

## LEAGUE OF NATIONS.

## VISCOUNT CECIL'S SCHEME FAVOURED.

Geneva, May 17th.

The Committee on the composition of the Council of the League has adopted by 11 votes to 4 Viscount Cecil's proposal that the non-permanent members number nine, one-third of whom are to be elected annually, whilst the retiring members cannot be re-elected for three years.

The minority consisted of Spain, Brazil, Argentina and Uruguay.

After discussion, the conciliatory formula submitted by Viscount Cecil was inserted in the report to the Council, declaring that the Committee attached the greatest importance to the awarding of three non-permanent seats to Latin America, and mentioning that the Chinese delegate urged that two seats should be assigned to Asia. The report to the Council was unanimously adopted.

The Committee adjourned the second reading of the regulation relating to the election of non-permanent members, also the question of the increase of the number of permanent members, to June 25th.

## FRENCH DEBT TO BRITAIN.

## FINANCE MINISTER CONFERS WITH MR. CHURCHILL.

London, May 17th.

M. Peret, interviewed by Reuter, said he had had a most cordial two hours' conversation with Mr. Churchill, but had not yet arrived at a formula of accord. The conversations will continue to-morrow.

M. Peret is leaving for Paris on Wednesday and it is not expected to reach a complete agreement in so short a time.

## ARMS SEIZURE.

## ACCIDENTAL DISCOVERY BY BOMBAY POLICE.

Bombay, May 17th.

A raid upon a private house in the course of an investigation for theft, led to the accidental discovery of a quantity of arms and 3,000 rounds of ammunition. Two arrests have been made, including a licensed repairer of arms.

## SWEDEN'S CROWN PRINCE.

## STARTS TOUR OF AMERICAN AND THE EAST.

Gothenburg, May 17th.

The Crown Prince and Princess of Sweden, attended by a suite of six, have embarked for America where they will stay for six months and visit many Swedish settlements. After this they will visit China, Japan and India before returning to Sweden in February.

## BEGUM OF BHOPAL.

## ABDICATES IN FAVOUR OF HER SON.

Simla, May 17th.

It is officially announced that the Begum of Bhopal has abdicated in favour of her son, Hamidullah Khan, whom His Majesty's Government has recognised as the ruler of Bhopal.

## [THROUGH REUTER'S AGENCY.]

## THE HOME DERBY.

## PROBABLE STARTERS IN THE GREAT RACE.

London, May 18th.

Probable starters in the Derby, which will be run at Epsom on June 2nd, are as follows:—

Apple Sammy	(Jellias)
Artist Glow	(James)
Bicarbonate	(G. Richards)
Booklet	(R. Jones)
Buckaway	(—)
Captain Blood	(Steve Donoghue)
Colorado	(Weston)
Comedy King	(Perryman)
Coronach	(Childs)
Englas	(Archibald)
Fraserville	(Wells)
Gainer	(Pryor)
Gay Lothario	(Thwaites)
Harpagon	(E. Elliott)
Hope	(J. Leach)
Lex	(Beary)
Macanudo	(Lane)
Masked Ruler	(Estling)
Manera	(Wraggs)
Phanarite	(Smirke)
Roscherry	(W. Beasley)
Review Order	(H. Beasley)
Southbourne	(Dempsey)
Swift and Sure	(Brennan)

## CRICKET AT HOME.

## AUSTRALIANS FIRST INNINGS LEAD ON M.C.C.

COUNTY MATCHES.

London, May 17th.

Having scored twelve runs for no wickets on Saturday, the Australians continued their innings against the M.C.C. at Lord's to-day before an attendance of ten thousand, including the Prince of Wales. After a day of most unenterprising cricket stumps were drawn with the score standing at 264 for nine wickets. The Australians thus led on the first innings. The M.C.C. team having been all out for 108.

Macartney provided the only interesting phase of the play. He scored sixty-one in delightful style, scoring brilliantly all round the wicket. Ponsford was 40 not out at the close but he had been scratching his runs together.

MACAULAY'S ELEVEN FOR 37.

Maurice Tate and Macaulay are the bowlers expected to bear the brunt of the England attack in the Test Matches, and the latter was in wonderful form against Leicester at Leeds, his eleven wickets for only thirty-seven runs laying the foundation for a Yorkshire victory by an innings and 95 runs.

The scores were:—

Leicester: 82 and 118.

Yorkshire: 295 (for eight dec.).

Leicestershire won the toss but were all out for 82, Macaulay taking six wickets for 22.

In reply Yorkshire passed the score with only one wicket down. Sutcliffe and Leyland making a fine stand, the former totalling 60 and the latter 50. Macaulay took five wickets for 15 in the Leicester second innings, the Midlanders finding him practically unplayable.

HUGE SURREY SCORE.

P. G. H. Fender, the Surrey captain scored a century and in the Essex second innings took seven wickets for 76 runs. In the course of the match at Leyton, Hobbs and Sandham made over a century for the first wicket partnership, and Surrey batting first were able to declare with a huge score of 524. Essex were defeated by an innings and forty runs, the scores being:—

Surrey: 524 (for nine wickets dec.).

Essex: 237 and 197.

Hobbs, 93, Sandham, 67, Shepherd, 93, and Fender 104, contributed to the Surrey total, while Capt. F. W. Nicholas was responsible for practically half the Essex first innings total. He scored 140 in great style, and when Essex followed on he claimed 62 of the runs scored. O'Connor made 60, and Fender took seven for seventy-six.

DERBY'S POOR SHOW.

Derbyshire put up a poor show against Lancashire at Manchester, and Lancashire although scoring only 333 in their first innings, were able to win by an innings and 214 runs.

Lancashire batted first and their innings was brightened by a Hallows century, whilst in reply Derby on neither occasion reached one hundred, the scores being:—

Lancashire: 353.

Derby: 59 and 80.

Hallows played cleverly for 110 in the Lancashire innings, and his efforts were supported by Sibbles who scored 64. Parkin took four wickets for 25 in the Derby first innings, and four wickets for 20 in their second.

NEWMAN'S WONDERFUL BOWLING.

The Northampton match where Hampshire were the visitors was productive of excellent bowling feats by both Newman, who took in all eleven wickets for 31 runs, and Boyce.

Hampshire won by an innings and seventy-nine runs, the scores being:—

Hampshire: 204.

Northants: 80 and 72.

V. W. C. Jupp took five Hampshire wickets at a cost of 79 runs, while in the Northants first innings Boyce took six wickets for 17, and Newman three wickets for one run. Newman took eight wickets for 30 in the second innings.

## DAVIS CUP TENNIS.

## SWEDEN ELIMINATES SWITZERLAND.

MALMOR, May 15th.

In the second round of the Davis Cup Sweden beat Switzerland by 3 to 2 matches.

## WALKER CUP GOLF.

## O.C.C.S. AVENGE SUNDAY'S DEFEAT.

LONDON, May 17th.

The Oxford and Cambridge Golf Society lost no time in avenging their defeat by the American Walker Cup team yesterday. In a return match at Rye to-day, they won by three matches to two in foursomes. The British team included six Walker Cup nominees. The great feature of the play of the visitors was their accurate putting.

The games resulted:—

O. AND C.

R. Wethered and C. Tolley	0
Gillies and C.V.L. Hooman (1 hole)	1
J. B. Beck and Powell	0
Ellison and E. F. Story (3 & 3)	1
W. L. Hope and Born (3 & 2)	1

AMERICA.

F. Quimet and J. Guildford (1 hole)	1
Sweetzer and Mackenzie	0
R. Jones and Watts Gunn (3 & 3)	1
Von Elm and Gardner	0
Standish and Waldo	0

## A CLASHING DRAW.

LATER.

A feature of the British amateur golf draw is the number of clashing amongst the 27 American competitors, which occur should the latter win the first and second rounds, the most notable being that the winner of Von Elm v. Quimet in the first round opposes Sweetzer.

Jones and Gardner clash in the third round, and Evans and Standish in the fourth.

The 216 entries include Australia, New Zealand, Canada, India, France, Holland and Switzerland.

## THE POLISH REVOLT.

## OPPOSITION AGAINST PILSUDSKI BEING ORGANISED.

BERLIN, May 17th.

General Pilsudski's difficulties are not yet ended according to newspapers, which are reporting ferment in Posen from which a large number of troops left for Warsaw. It is stated that General Heller has supported the leading Polish refugee members of parliament and is determined to take up the fight against General Pilsudski and the new Government.

COPENHAGEN, May 17th.

It is reported that the Danish and British Legations at Warsaw were seriously damaged by cannon and rifle fire, that flags were perforated and that communication with other neighbourhoods was cut off for three days. Over sixty projectiles were picked up in the Danish Legation.

## THE ECONOMY BILL.

## PASSES THROUGH HOUSE OF LORDS.

LONDON, May 17th.

The House of Lords has agreed to the third reading of the Economy Bill.

## LORD WILLINGTON.

## TO BE NEXT GOVERNOR-GENERAL OF CANADA?

LONDON, May 17th.

The Morning Post and the Daily Graphic understand that Lord Willington will succeed Lord Byng as Governor-General of Canada.

[At present Lord Willington, who was formerly Governor of the Bombay Presidency, is in China as Head of the Boxer Indemnity Commission.]

[REUTER'S AMERICAN SERVICE.]

## BOMB EXPLOSION.

## BANDITS DISAPPROVE OF AMERICAN JUSTICE.

BUENOS AIRES, May 17th.

The explosion of a bomb in front of the American Embassy, whereby some slight damage was done, is suggested to be connected with a recent denial of a new trial for two bandits named Sacco and Vanzetti who were convicted of murder in Massachusetts.

## ANOTHER JUNK PIRATED.

## RAIDED BY ARMED LAUNCH.

Yet another Hongkong trading junk has fallen foul of pirates, who looted it of its armament and stole money and other things belonging to the master and crew. The report of the latest piracy episode was made to the Water Police yesterday after the return of the junk to Hongkong earlier in the day.

The report of the master was to the effect that he and his crew of six, consisting of one man and five women left Hongkong in their junk of 100 piculs capacity on April 3rd, with a cargo of kerosene oil for the Heungshan district. After calling at various places on the coast, the junk arrived at its destination on April 25th, where it remained for a few days while payment was collected for the kerosene. About May 10th Wong Kok was reached, where several small Chinese gunboats and armed launches were seen. One of these launches came alongside the junk and took away all the weapons on board, such as a small cannon, rifles and revolvers. The sum of \$108, and other articles, was also stolen and the junk was then released.

The master of the boat then proceeded to Sze Kia, in the Pun U district, where a cargo of bricks for Hongkong was taken on board. The junk, as stated, arrived back in Hongkong yesterday.

## ALLEGATIONS AGAINST POLICE.

## EUROPEAN MOTORIST'S OFFENCES.

C.S.P. AS PROSECUTOR.

The Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police) prosecuted in two traffic cases, at the Central Magistracy yesterday, in which two Europeans were concerned.

Mr. A. J. Wheldon, of the P.W.D., was summoned for allowing his car to cause an obstruction in Queen's Road Central on May 9th. He admitted the charge.

Mr. Wolfe said that he did not quite understand the mentality of defendant, as he had no less than seven previous convictions against him for breaches of the traffic regulations. The defendant had complained to him that the police were "down" on him, and he had laid a definite charge against one police officer of persecution. He (Mr. Wolfe) had asked the defendant to prove his allegations, and three weeks ago, he said that he could produce a witness. He had not done so. Defendant had also said that he was sick and tired of being prosecuted and was going to give up driving. He had alleged that the police were leading him a dog's life, but he had given them no assistance to find out the truth.

Defendant said that he had given up his licence and was not going to drive in the Colony again.

Mr. Wolfe said he would not press for confiscation of licence, as it would affect his work.

A fine of \$10 was imposed.

## THE COLONY'S TRAFFIC.

Mr. W. J. Stanton was summoned for passing a moving vehicle on the wrong side of the road. Defendant said he was prepared to plead guilty, but had no recollection of the offence.

Mr. Wolfe said that he did not particularly want to press the case, but he thought that the traffic of the Colony had reached a stage where something should be done in offences of this kind. The defendant had been previously fined for a breach of the traffic regulations.

A fine of \$20 was imposed.

## WAR ON CLERGY.

## MEXICAN ALLEGATIONS REFUTED BY PAPAL NUNCIO.

MEXICO CITY, May 17th.

The Papal Nuncio of Mexico, the Right Rev. George Carua, who was recently ordered to be expelled from the country for alleged contravention of clauses of the Constitution dealing with foreign ministers of the Gospel, has left for Washington, where he expects to receive instruction from Rome.

The Rev. Carua, who is a naturalised American, has issued a statement denying the charges of the Mexican Government, adding that he has notified the American Ambassador of his predicament and the Ambassador has forwarded his statement to Washington.

## REVOLT IN NICARAGUA.

## REVOLUTIONARIES DEMAND CUSTOMS REVENUE.

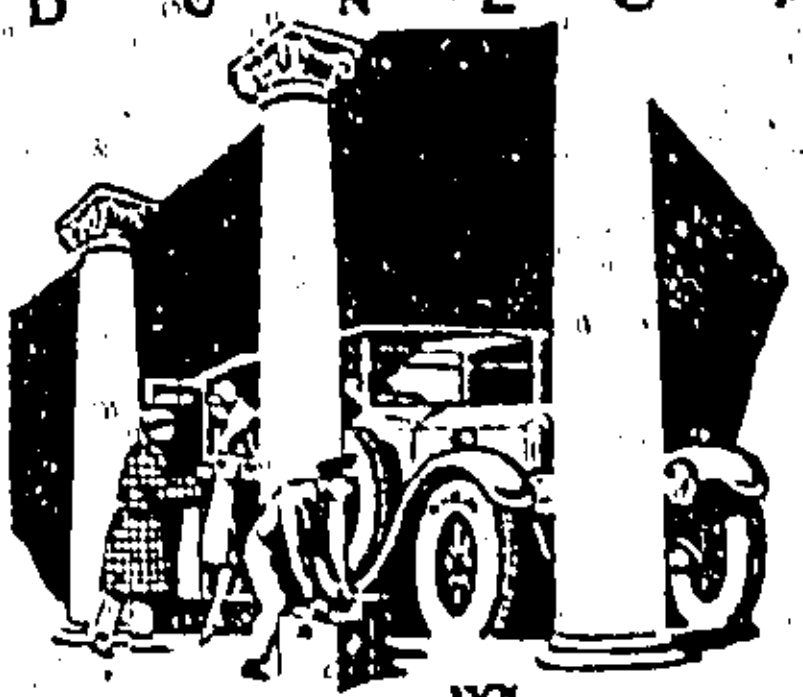
NEW YORK, May 17th.

A message from Managua, Nicaragua, says that the revolutionary Governor of Bluefields, has called on the American Collector of Customs to hand over the Customs revenues. The Collector has refused and has requested protection against the rebels, seizing the Customs House.

English Bonds issued in 1909 have a first lien on the Customs revenues, while the Nicaraguans guaranteed bonds of 1913 are also secured by a surcharge thereon.



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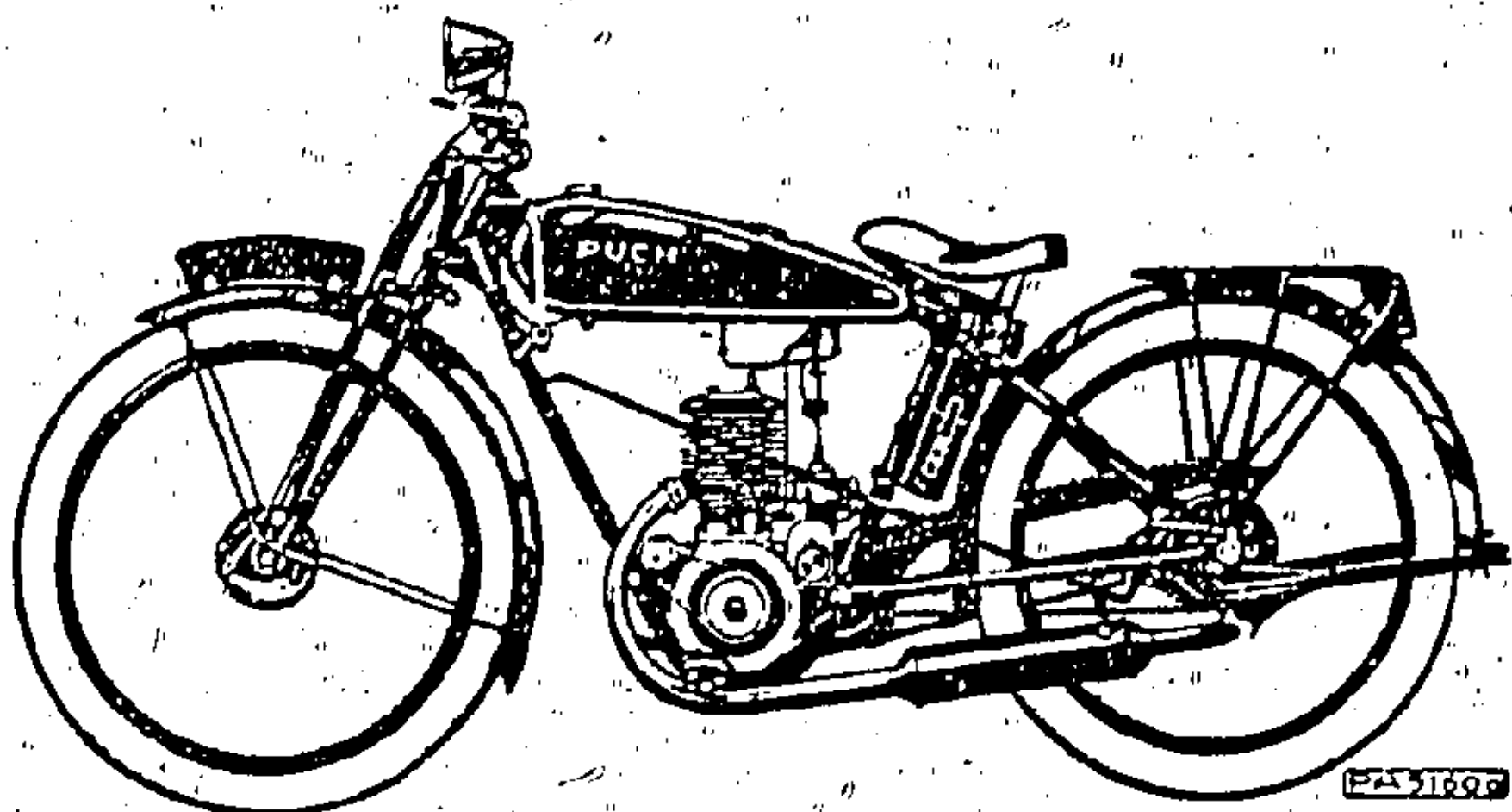
10/26 H.P.

BRITISH THROUGHOUT.

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[A.P.B.]



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AND  
GASOLINE

## Motoring Notes:

A Weekly

Review dealing with matters of interest to  
all local motorists.—The Horse Power Problem.  
The 16/60 H.P. Car.

(BY AN OWNER-DRIVER.)

It is difficult for the amateur motorist to understand why, in the advertisements of some cars, there appear two figures, of very different value, for the horse-power.

Thus one well-known English maker advertises the 16/60 h.p. car and another the 14/45 h.p. car.

The American cars, as a general rule, seem to be more powerful than British cars. If you compare the advertised horse-powers. Are they really more powerful?

The difficulty commenced with the British Treasury officials. They decided that the simplest and the fairest method of taxing motor-cars was by grading the tax according to the horse-power of the car. The existing rule is that the car owner pay 21 per h.p. per annum.

Thus a car that is rated at 11.4 h.p. pays a tax of £24 per annum, while a 12.9 h.p. car pays £14 per annum.

Before the introduction of this method of taxation a tax was levied on petrol. The theory was that the petrol-consumption was a fair indication of the amount of wear and tear caused to the roads by the car.

### VARIOUS OBJECTIONS.

There was sufficient opposition to the petrol tax to cause the British Treasury to abandon it. We can imagine that the doctors, for example, felt that the tax was unfair. A country practitioner might have to motor several miles to visit one patient. It was obviously unfair to tax him at so much a mile.

There were also complications about commercial vehicles.

The only argument that appealed to the average owner driver was this. If he "tuned up" his car and so obtained the maximum fuel economy he paid less tax than the careless man who ran with dirty sparking-plugs or a badly adjusted carburettor.

If the car did not leave the garage for months the owner paid no tax over that period, for he used no petrol.

### THE R.A.C.

There were arguments for and against the petrol tax. Many motorists favoured the system of taxation by weight of the car. That is the method adopted in this Colony. It seems to be very suitable to local conditions.

In Britain, however, it was decided to introduce the h.p. tax. The revenue which the tax brings in each year has exceeded the wildest hopes of the tax-collectors and it is increasing.

When the tax was first introduced it was promised that all of the revenue should go to the improvement, repair and maintenance of roads. The money came in so fast that the Government officials said that they could not spend it all. It accumulated and now some of it is to be diverted to other purposes.

The Royal Automobile Club officials were consulted by the tax-collectors concerning the best method of rating the horse power of cars.

They finally suggested a formula which has since been adopted for the calculation of the h.p. rating. It is a rough and ready method.

### THE TAX FORMULA.

The Act of Parliament that defines the method of calculating the horse power for tax purposes reads as follows:—

"The horse power attributable to any cylinder of an internal combustion engine shall be deemed to be equal to the square of the internal diameter of such cylinder measured in inches divided by a numeral."

We are then informed that the numeral is 2.5.

Of course, if there are four cylinders the total horse-power of the engine is four times the horse-power of one cylinder.

Thus, suppose that we have a four cylinder car with cylinders three inches in diameter. Then the square of the diameter is nine. If we multiply nine by the number of cylinders—four—we obtain thirty-six. Now divide that by 2.5 and we have 14.4 h.p. or tax rating £16 per annum.

In all probability the actual horse-power of the engine, when tested on the test bed at the works, would be nearer 50 h.p.

### THE TWO FIGURES.

To return to a consideration of the advertisement of the 16/60 h.p. car. The figure 16 represents the tax h.p., i.e., you must pay £16 a year tax.

The figure 60 is the h.p. that the makers guarantee. They say "We have tested engines of this type at the works and we guarantee to show you records that such engines will develop 60 h.p."

Then why do the Treasury use a formula that gives 16 h.p. when the actual test proves that the engine can develop 60 h.p.?

First of all the Treasury wanted simplicity. The great art of taxation is to collect the money with as little cost of collection as possible.

If the Treasury had to send a revenue officer to test each particular type of engine the cost would be considerable.

It will be noticed that the only two variables in the tax formula are the number of cylinders and the diameter of the cylinder.

### WHAT IS HORSE-POWER?

The term "horse-power" was first used by James Watt when he began to manufacture steam engines.

His engines replaced horses. The engines were used in the Cornish Mines to operate pumps for clearing water out of the mines. Previously horses had worked the pumps.

Watt, being cautious, gave a conservative figure. It is certain that no horse could develop one horse-power for several hours.

Watt said that a horse-power was developed when a weight of 1,000 lbs. was raised 2 1/2 feet in one minute. In other words, a horse-power is the rate of doing work. It is 33,000 ft. lbs. of work per minute.

### THE REVOLUTIONS.

The horse-power that an engine develops depends, not only on the square of the diameter, of the cylinder, but on the number of revolutions per minute, the length of the stroke and the pressure in the engine cylinder.

In recent years the rate of rotation of the engine has increased a great deal. Engines now run at 4,600 revolutions per minute, or nearly 70 revolutions in a second.

It is quite impossible for any of us to realise what that means. Seventy revolutions a second is 140 strokes a second. The piston of the engine is at rest, is started on its moving path, travels down the cylinder and comes to rest, all in the fraction of time which is the one hundred and fortieth part of one second.

If the same engine runs first of all at 2,000 revolutions per minute and then at 4,000 revolutions per minute, then it develops twice as much horse-power at the higher speed.

So that the omitting of any consideration of the number of revolutions per minute is bound to make any calculations for horse-power pedantic.

Similarly with regard to the length of the stroke.

Therefore, we see that the real horse-power of the 16/60 car is 60 and that the figure 16 is simply a pedantic figure obtained by the use of a formula which has no scientific justification. Its only excuse is its simplicity.

### IMPROVEMENTS.

It has, however, led to a great deal of confusion, and an English 16/60 h.p. car is as powerful as the 60 h.p. Continental or American car.

For racing purposes the cars are often graded according to the volume swept out by the piston. That includes the square of the diameter and the length of stroke. It takes no account of the number of revolutions per minute.

Nor does it include any consideration of the pressures in the cylinders.

The whole tendency of design in motor-car engines has been to increase the pressures in the cylinders and the revolutions per minute.

In other words we now have greater horse-powers for the same weight of material than was the case a few years ago.

That has been made possible because of the great improvement in the quality of the materials used in motor-car construction.

### ROAD IMPROVEMENTS.

It is most disappointing to notice that the local Government has practically held up the various schemes for road improvements in this Colony which have been suggested.

No doubt the excuse that would be given if any member of the Legislative Council made enquiries would be that in these hard times the money must be saved.

It is, however, a penny wise and a pound foolish policy.

It is a policy that the local Automobile Association should attack. It is a dangerous policy.

Every month the number of motor-vehicles licensed for use in this Colony increases. The traffic most certainly does not diminish in volume.

There are places on the island where it is almost impossible for two cars to pass, and in many cases the road could be widened at very little trouble and expense.

### GOOD WORK.

Incidentally a word of praise is due to the Public Works Department engineers for the common sense manner in which they have tackled the problem of road gutters.

The old type of gutter caused many a nasty jar.

What is now being done is to get a good camber on the road, with a gutter on the road level. These are much better arrangements for carrying away the surface water.

### GARDEN ROAD.

The worst place in the Colony, for motor traffic, is Garden Road. The policeman on his island at the bottom does his best, but the junction is bad. It could be improved at a little sacrifice of the military land.

It must be acknowledged that the widening of the lower part of the road has resulted in a great improvement. It has, however, emphasised the desperate state of affairs at the Peak Tramway Station.

It is amazing that there are not serious accidents outside that station each week. Someday there may be a calamity and in that case the jury would be able to express a very definite opinion. It is much better to have the road improvement before there is a calamity.

### THE PUBLIC INTEREST.

The property opposite the Peak Tramway Station is no doubt very valuable. But the Government of this Colony, it is believed, have the power to resume any land in the public interest and whatever the value of the land it is certainly in the public interest to resume it for the purposes of widening the road.

There is a rather foolish little island of shrubs and rocks just near the Volunteer Headquarters which occupies space that is badly needed for parking cars. Why not remove it?

The portion of Garden Road near to the Helena May and all of the upper part of the road can be easily widened. There are no buildings to be removed. Six or seven feet off the Botanical Gardens would make a great deal of difference to the anxiety of motorists. It would make practically no difference to the area of the gardens or to the comfort of those who use the gardens.

Let us urge our good friends in the Government service to use their influence on behalf of road improvements.

### THE HOUR RECORD.

The racing enthusiasts are never content to rest. They are always out to clip figures off the records.

The latest new record to be established goes to the credit of the straight-eight Panhard. Ortman, a French driver, drove the car, which has a sleeve-valve engine.

He covered the hundred miles in just about 45 minutes 30 seconds, giving an average speed of 133.69 miles per hour.

In one hour he covered a distance of 120.21 miles compared with his own previous record of 113.44 miles.

The car used was a standard 40-50 horse power Panhard-Levassor. The cylinder capacity is given as 6,535 cubic centimetres.

The Americans have a record of 125 miles an hour, but that was obtained on a board track. It would be of interest to know what the same car would do on an ordinary track for it is, of course, well known that a board track gives better results than the usual type of track.

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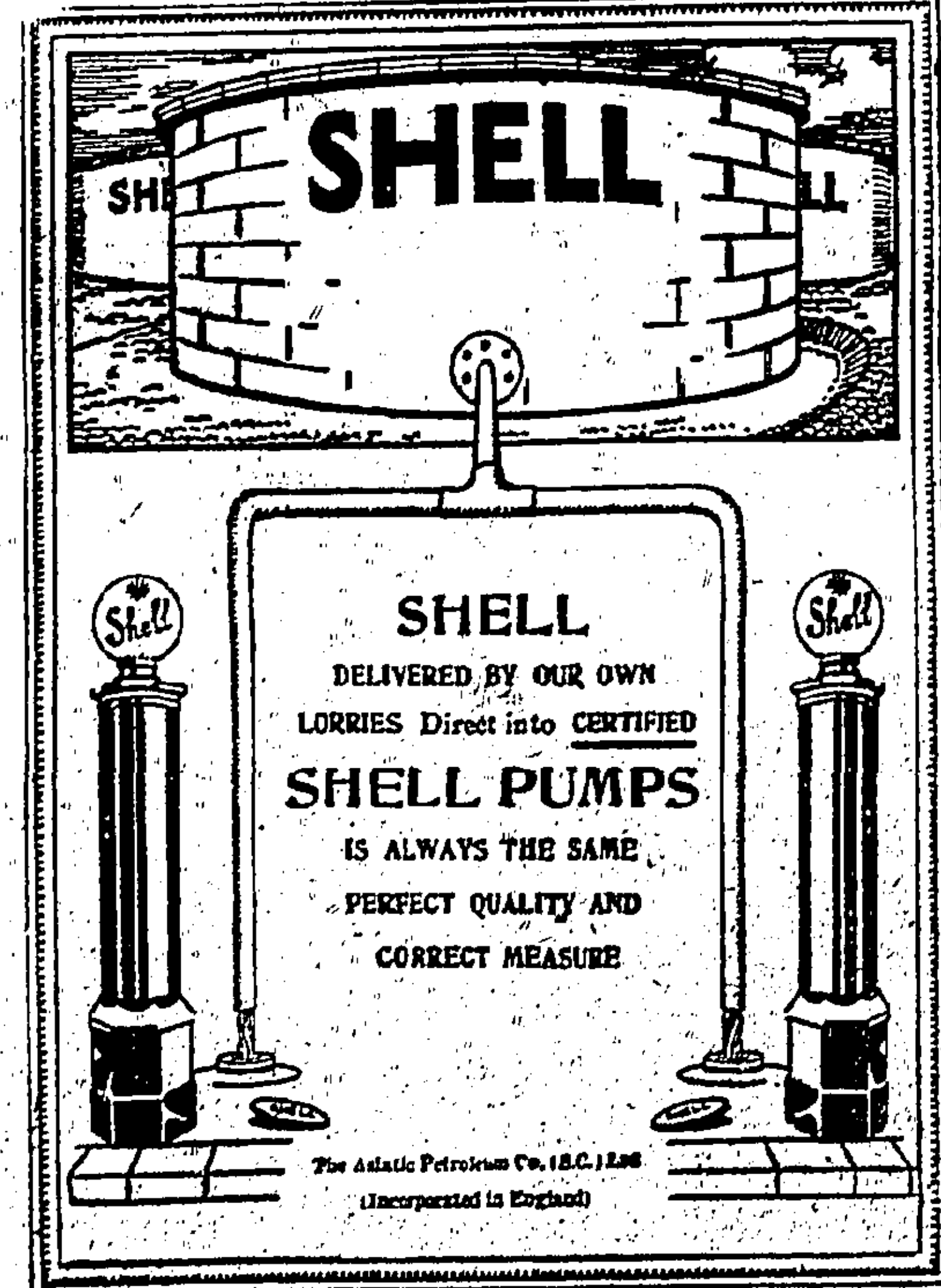
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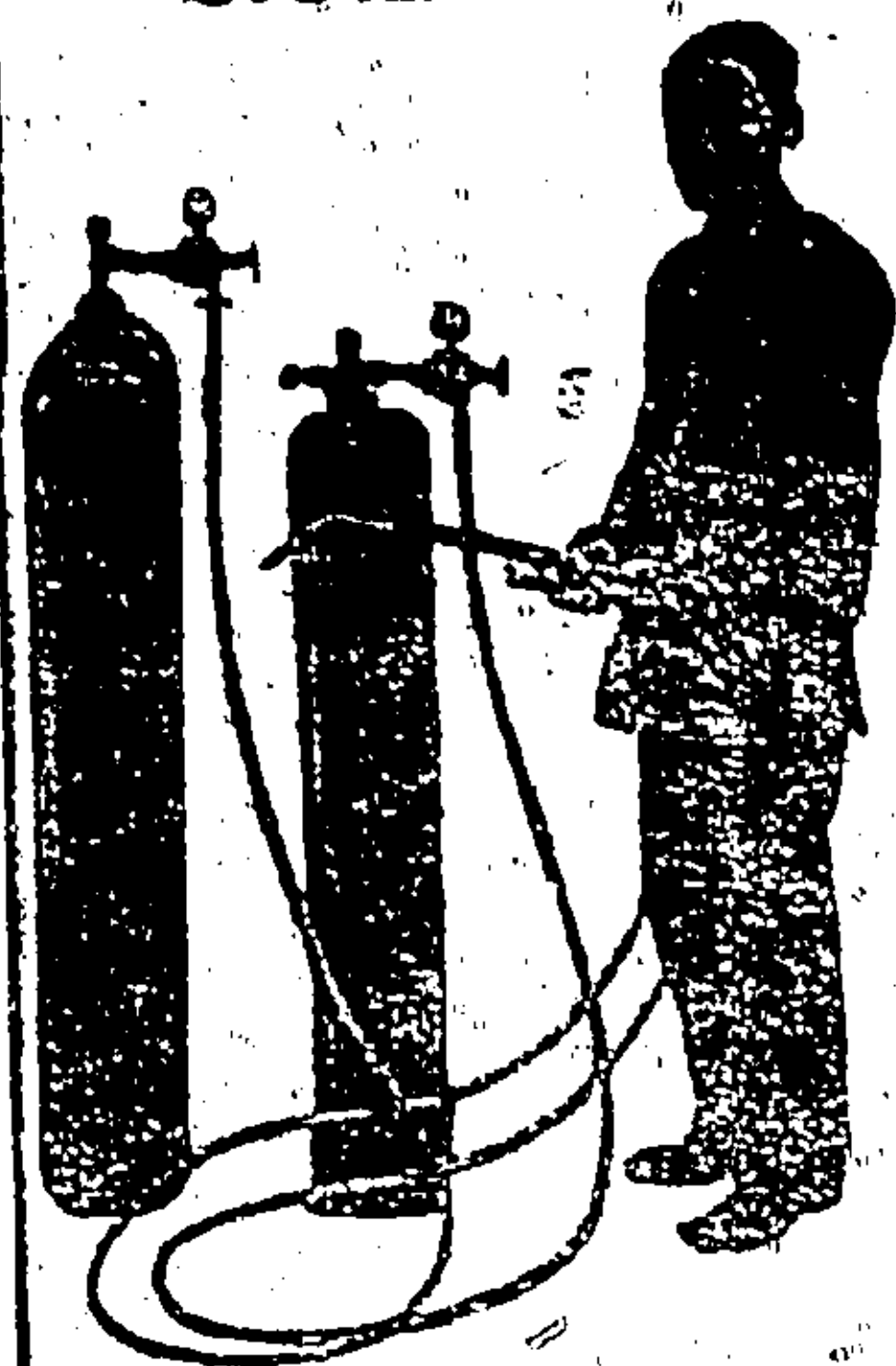
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8,000 Tons Displacement

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## PROMOTING PEACE ON PACIFIC.

QUESTIONS OF MUTUAL INTEREST  
TO ALL COUNTRIES.

MR. J. M. DAVIS'S TOUR AND ITS  
AIMS.

Mr. J. Merle Davis, general secretary of the Institute of Pacific Relations, comprising representatives from China, Canada, Australia, Japan, New Zealand and the United States, has arrived in Shanghai, as a part of his tour of the Pacific countries. The purpose of his visit is to confer with leaders of the Institute, which was organized in Honolulu last July, and to make a survey of the work which has already been started by Chinese leaders in this movement for a general understanding of the problems arising out of Pacific relations.

Mr. Davis interviewed by the N.C. Daily News, explained that the work of the Institute concentrates upon the all-important fact of collecting "facts." "It is not our intention," he said, "to go into the political or legislative phases of Pacific problems, but rather to collect all the data available on numerous subjects, and then to make this data public property. By presenting it with accuracy and in a fresh and attractive manner, we hope to interest the peoples of various countries in these problems."

### THE JINGO PRESS.

It is the belief of the Institute members that a large portion of the public opinion of the world has been swayed by the "jingos" press information broadcast about the countries of the Pacific and the economic and political questions arising out of their contacts with the rest of the world. In counteracting this tendency the Institute proposes to have its own publicity and news channels through which the compilations of facts and the data collected by research and trustworthy investigation may be brought before the attention of the general public.

China took an active part in the 1925 conference. Mr. Davis said. In the Chinese group at that time were included S. N. An Young, director of the Chinese Bureau of economic information here; Dr. L. N. Chang of Hankow, Dr. T. Chen, Tsinghua College, Peking; Mr. L. T. Chen, of the National Committee Y.M.C.A. for China, Dr. T. Z. Koo, former secretary of the World's Christian Student Federation at Geneva and delegate at the Geneva Opium Conference; Dr. S. T. Wen, former Commissioner of Foreign Affairs for Kiangsu and Superintendent of Customs here, Mr. Hin Wong, Cantonese editor, and several others who are equally well known in China.

### EDUCATING THE EDITOR.

It is a part of Mr. Davis's plan to get into touch with editors and leaders in the Far East with whom arrangements may be made for a regular supply of news pertaining to a variety of subjects upon which the rest of the world should have accurate information. Conferences will also take place between Mr. Davis and the Chinese leaders in the Institute as to the programme for discussion during the coming session, which will be held in Honolulu in July of 1927.

It was found at last year's meeting, Mr. Davis said, that certain subjects had been inadequately prepared for discussion and it is the intention of the institute to approach these subjects in the next meeting with considerably more information. For this purpose research groups will be formed during Mr. Davis's stay in China, a matter of about one month. The subjects which will have particular attention from these groups are food supply, population, immigration and the laws governing it, treatment of aliens in Pacific countries, different phases of extraterritoriality and the reciprocal influence of cultures of the East and the West.

### DEALING IN FACTS.

"The task we realize to be tremendous," Mr. Davis explained, "but we are not trying to delude ourselves that it is a simple problem. We are trying to secure the outstanding experts and authorities to lead in each group. We are not aiming at an immediate result, and we are indifferent as to the policies that may grow out of the studies with which we are engaged. We are dealing in fact only, and in the end the people before whom these facts are presented may judge for themselves. The Institute is not an official body. That is, it has no connection with any government and derives no authority from a government. It is an organization which through research, scientific and otherwise, brings together provable facts on great Pacific issues."

### CHINA'S CONTRIBUTION.

Mr. Davis announced that China had already underwritten its quota of the 1926 budget for the Institute of Pacific Relations. This budget amounts to about G. \$8,000. The quota of the United States is announced at G. \$60,000 of which more than G. \$50,000 had been pledged or donated up to the time Mr. Davis left San Francisco.

Besides Shanghai, where Mr. Davis expects to spend about one week, he will visit Tientsin, Peking, Hankow, Canton, Manila, Java, Australia and New Zealand, six months of time having been allotted by the Institute for this purpose. He has just come from Japan, where he spent five weeks.



**Feed Baby  
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taking Glaxo yourself  
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will help you to do so.  
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and Description Book at

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SOLE AGENTS.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 18th.

	Previous Day	On Date	On Date
	at 2 p.m.	8 a.m.	2 p.m.
Barometer	29.90	29.87	29.81
Temperature	74	72	77
Humidity	81	85	77
Wind Direction	E	E	E
Force	3	8	0
Weather	0	0	0
Rain	0.0	0.0	0.0

Highest open-air Temperature on 17th ... 77

Lowest open-air Temperature on 18th ... 72

## HONGKONG TIDE TABLE.

From May 18th to 25th, 1926.

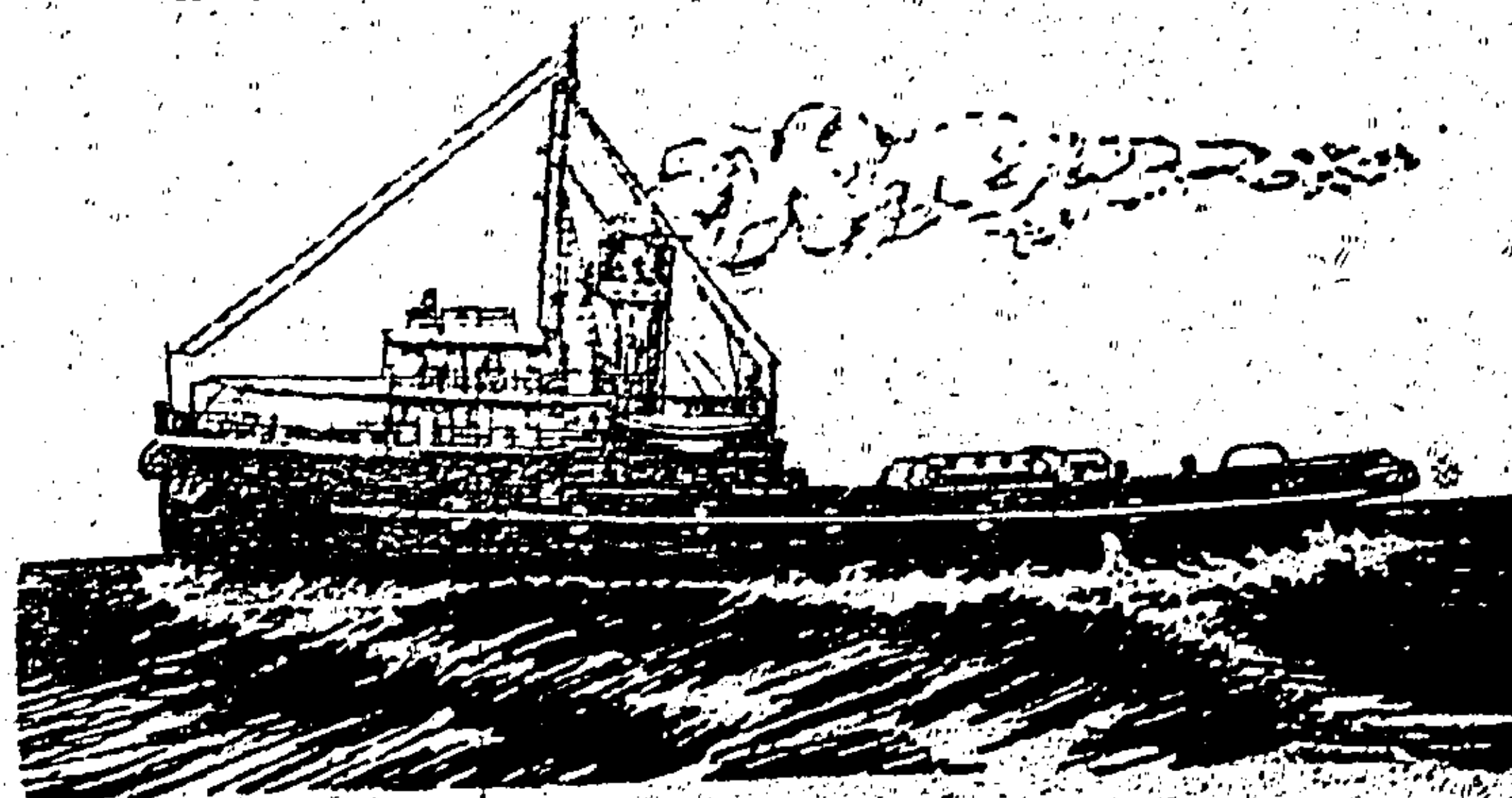
	High Water	Low Water
Day of Week	Day of Month	Day of Month
Wed.	19	20
Thurs.	20	21
Fri.	21	22
Satur.	22	23
Sun.	23	24
Mon.	24	25
Tues.	25	26

## The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A.L. A.B.C. Fifth Edition; Engineering: First and Second Edition.  
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

**"Henry Keswick"**

2,000 h.p. engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own  
service, 1921. Length 165' B.P. Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven  
waterlift pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work  
Please address enquiries to the Chief Manager,  
B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

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B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

## CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "LUCERIO"

having arrived, Consignees of Cargo by her

are informed that all Goods are being landed at

their risk into the hazardous and/or extra-

neerous Godowns of The Hongkong and

Kowloon Wharf and Godown Co., Ltd., whence

Delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after 25th May, 1926, will

be subject to Rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before 25th

May, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on Tuesday, 25th May, 1926, at 10

a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents.

Hongkong, 18th May, 1926. [3575]

## NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM

NAVIGATION CO.'S STEAMER

"KIDDERPORE"

ARRIVED HONGKONG ON 18th MAY, 1926.

FROM BOMBAY, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above-

named Vessel are hereby informed that their

Goods are being landed and placed at their

risk in the Hongkong and Kowloon Wharf and

Godown Company's Godowns at Kowloon,

where each Consignment will be sorted out

Mark by Mark and Delivery can be obtained as

the Goods are landed.

This vessel brings on Cargo from Persian

Gulf ex B.I.S.N. and B. & P.S.N. Co.'s

Steamers.

Opened Goods will be landed here unless

instructions have been given to the contrary

5 hours before arrival of the Steamer.

Goods not cleared within 8 days, including

late of arrival will be subject to Rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees,

and the Company's surveyors, Messrs. GODDARD

& DUNCAN, at 10 a.m., on Mondays and

Thursdays, within the Free Storage period.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before 7th

June, 1926, or they will not be recognized.

No Claims will be admitted after the Goods

have left the Godown.

MAKINNON, MAUKENZIE & Co.,

Agents.

Hongkong, 18th May, 1926. [3577]

## PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"MALAYAN PRINCE"

having arrived from the above Port,

Consignees of Cargo are hereby informed that

their Goods are being landed at their risk into

the Godowns of the Hongkong and Kowloon

Company, Limited, Kowloon, and stored at

Consignees' risk and expense.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they

will be examined on Wednesday, 19th May

1926, at 10 a.m.

All Claims must be presented within fifteen

days of the vessel's arrival here, after

which date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining undelivered after the 20th

May, 1926, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNES (FAR EAST), LTD.,

2nd Floor, King's Building,

Cornwall Road, Hongkong.

Telephone No. 3165.

Hongkong, 13th May, 1926. [3558]







**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES.

**NEW YORK, BOSTON & BALTIMORE****AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th June.  
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

(ANDERSON WATTS &amp; Co., Ltd.)

Sailings from Hongkong  
M.V. "CEDARBANK" ... via Suez Canal ... End June.**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong, 23rd May.  
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong, 23rd June.FARES TO LONDON "A" 1st Class £53. 2nd Class £30.  
"B" 1st Class £30. 2nd Class £15.**MAURITIUS & SOUTH AFRICA****ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

**AUSTAL-EAST INDIES LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.  
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

**THE BANK LINE LTD**

Tel. Cent. 4791.

**PRINCE LINE****IMPROVED SERVICE**

BY

**FAST MOTOR VESSELS**

TO

**BOSTON****NEW YORK****PHILADELPHIA**M.V. "JAVANESE PRINCE" ... Leave Hongkong 7th June  
M.V. "ASIATIC PRINCE" ... 3rd July  
M.V. "JAPANESE PRINCE" ... 3rd August

For Freight and Full Particulars, apply to—

**FURNESS (FAB EAST), LIMITED.**

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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**KONINKLYKE PAKETVAART  
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

**"VAN OVERSTRATEN"**

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 27th May, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

**JAVA-CHINA-JAPAN-LIJN**

Telephone 1574.

YORK BUILDING, CHATER ROAD.

**P. & O. British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT.

CONSTANTINOPLE, GREECE, LEVANTINE PORTS,

EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"PERIM"	7,848	23rd May	Marseilles, London and Antwerp.
"MALWA"	10,941	28th May, Noon	Marseilles & London.
"MIRZAPORE"	6,715	2nd June	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	5,253	7th June	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	12th June	Marseilles, London & Antwerp.
"KIDDERPORE"	6,331	21st June	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,992	28th June	Marseilles, London & Antwerp.
"KASHMIR"	5,218	5th July	Marseilles, London & Antwerp.
"KALAMALA"	9,125	10th July	Singapore, Penang, Colombo & Bombay.
"PADUA"	5,207	16th July	Marseilles, London & Antwerp.
"KASHMIR"	5,218	22nd July	Singapore, Penang, Colombo & Bombay.
"RANPURA"	16,585	24th July	Marseilles, London & Antwerp.
"DELTA"	8,097	7th Aug.	Marseilles & London.
"MACEDONIA"	11,089	21st Aug.	Marseilles, London, and Antwerp.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	16th Oct.	Marseilles & London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,992	13th Nov.	Marseilles and London.
"KALAMALA"	9,125	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALMA"	10,000	23rd May, 11 a.m.	Singapore, Penang and Calcutta.
"SHIRAZA"	7,841	28th May	do.
"TAKADA"	6,948	8th June	do.
"SANTHA"	7,754	27th June	do.
"TILAWA"	10,000	5th July	do.
"TALAMBA"	8,015	11th July	do.
"SHIRAZA"	7,841	22nd July	do.

**EASTERN AND AUSTRALIAN SAILINGS (South)**

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	8,956	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	8,000	28th June	do.
"ST. ALBANS"	4,900	30th July	do.

The E. &amp; A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Dugwio, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship.	Tons.	From Hongkong (about)	Destination.
"KIDDERPORE"	5,334	19th May, 4 p.m.	Shanghai, Moji and Kobe.
"TAKADA"	6,948	21st May	Kobe.
"MANTUA"	10,992	27th May	Shanghai, Moji & Kobe.
"PADUA"	5,207	1st June	Shanghai and Kobe.
"SANTHA"	7,754	9th June	Moji and Kobe.
"KALAMALA"	9,089	11th June	Shanghai and Kobe.
"ARAFURA"	8,000	12th June	Moji, Kobe and Yokohama.
"TILAWA"	10,000	16th June	Shanghai, Moji and Kobe.
"TALAMBA"	8,015	20th June	Kobe and Yokohama.
"KASHMIR"	5,218	25th June	Shanghai, Moji & Kobe.
"SHIRAZA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,900	8th July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	8,956	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	8,000	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
\*Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australia Lines are fitted with Laundries.  
Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stead ... Saturday, 22nd May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING" "HAICHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LAPRAIK & CO.**

General Managers.

**CHINA NAVIGATION CO.,**

LIMITED.

HAIPHONG	"TAMING"	On 20th May, 10 a.m.
SWATOW & SHANGHAI	"SZOCHUEN"	On 20th May, 4 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 22nd May, 6 a.m.
HAIPHONG	"KANCHOW"	On 22nd May, 10 a.m.
SHANGHAI	"SINKIANG"	On 23rd May, 8 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 23rd May, 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 24th May, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 25th May, 6 a.m.
BANGKOK	"KALGAN"	On 26th May, 6 a.m.
AMOY & SINGAPORE	"KAYING"	On 26th May, 6 a.m.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE.**

Telephone: CENTRAL 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE. [4]

**AUSTRALIAN-ORIENTAL LINE, LTD.****"CHANGTIE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

**HONGKONG TO AUSTRALIAN PORTS,**

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT &amp; MOST UP-TO-DATE FIRST &amp; SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	22nd May, Noon
CHANGTIE	16th June	22nd June
TAIPING	17th July	23rd July
CHANGTIE	14th August	20th August

For Freight and Passage Apply to—BUTTERFIELD &amp; SWIRE.

Telephone: CENTRAL 36.

Agents.

[5]

**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 19th May

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong, Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE" ... From Hongkong, Sails about 31st May.  
M.V. "ESQUILINO" ... Sails about 30th June.**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta about 2nd June via Rangoon and Colombo.  
S.S. "UMBINGA" ... Sails from Calcutta about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

**DODWELL & CO., LIMITED.**

Telephone: Central 1030.

Agents.

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**BOSTON NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ATREUS"	Via Suez Canal	21st May.
S.S. "LYCAON"	Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	Via Suez Canal	18th June.
S.S. "COLORADO"	Via Suez Canal	2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. [21]



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Madison	19th May.
CANADA, U.S.A., JAPAN, SHANGHAI & EUROPE via CANADA, London, 17th Apr.	Emp. of Russia	20th May.
AUSTRALIA AND MANILA	Tungo Maru	20th May.
SHANGHAI	Takada	20th May.
EUROPE via NEGATON (Letters only)	Fook Sang	21st May.
EUROPE via NEGATON (Letters only)	Pres. Wilson	21st May.
AMOI	Takada	21st May.
EUROPE via NEGATON (Letters only)	Ballerophon	22nd May.
EUROPE via NEGATON (Letters only)	Pres. Adams	24th May.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Madison	27th May.
MANILA	Pres. Madison	27th May.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Madison	27th May.

## OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Formosa	Koku Maru	Wednesday 19th 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 20th May	Mahima Maru	Sec. 8.45 A.M.
Shanghai	Kidderpore	2.30 P.M.
Shanghai	Wong Shue Kung	5.00 P.M.
Haiphong	Tungo	Thursday 20th 8.30 A.M.
Java via Batavia	Tungo	10.30 A.M.
Japan	Tungo	10.30 A.M.
Straits & Calcutta	Tungo	10.30 A.M.
Swatow	Nachuan	2.30 P.M.
Manila	Pres. Madison	3.30 P.M.
Shanghai	Emp. of Russia	5.00 P.M.
Manila	Ateneo	Friday 21st 10.30 A.M.
Shanghai	Takada	5.00 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 21st May	Takada	8.00 A.M.
Swatow, Amoy & Fuchow	Takada	8.00 A.M.
Straits, Ceylon, India, Madras, E. & S. Africa, Egypt & EUROPE via Suez—due Suez, 29th June	Harand Maru	Sec. 1.45 P.M.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America—due San Francisco, 19th June, and EUROPE via Suez—due Suez, 29th June	Pres. Wilson	Letters 2.30 P.M.
Japan	Fook Sang	5.00 P.M.
Shanghai	Stinking	5.00 P.M.
Amoy	Kuei Yang	5.00 P.M.
Swatow, Amoy and Formosa	Hozan Maru	Sunday 23rd 9.00 A.M.
Manila	Pres. Adams	Monday 24th 8.00 A.M.
Wu Hai Wei	Huichow	8.00 A.M.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Suez—due Suez, 29th June	Amazon	Tuesday 25th 11.45 A.M.
Straits & Calcutta	Sui Sang	Letters 1.00 P.M.
Shanghai	Kuow Sang	Wednesday 26th 10.30 A.M.
Hokow and Haiphong	Mingwan	Thursday 27th 8.30 A.M.

\*Correspondence bearing vessel's name only.

# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE.

"ANTENOR" 2nd June Mars, Ldon, E'dam & Glasgow.  
 "BUMARUS" 15th June Mars, Ldon, E'dam & Hamburg.  
 "PHEMIUS" 29th June Mars, Ldon, E'dam & Hamburg.  
 "DARDANUS" 13th July Mars, Ldon, E'dam & Hamburg.

## LIVERPOOL SERVICE.

"TROLLUS" 1st June Genoa, Mars, Havre, Liverp. & Glas.  
 "KREMUN" 15th June Genoa, Mars, Havre, Liverp. & Glas.  
 "BELLEROPHON" 1st July Genoa, Mars, Havre, Liverp. & Glas.  
 "TYDEUS" 20th July Genoa, Mars, Havre, Liverp. & Glas.

## PACIFIC SERVICE.

(via KORE & YOKOHAMA)  
 "PROTEUS" 11th June Victoria, Vancouver & Seattle.  
 "TALYTHUS" 23rd June Victoria, Vancouver & Seattle.

## NEW YORK SERVICE.

"ATREUS" 31st May Boston, New York & Baltimore.  
 "LYCAON" 4th June Boston, New York & Baltimore.

## PASSENGER SERVICE.

"ANTENOR" 2nd June Singapore, Marseilles & London.  
 "BUMARUS" 15th July Singapore, Marseilles & London.  
 "PHEMIUS" 29th Sept. Singapore, Marseilles & London.  
 "DARDANUS" 13th Oct. Singapore, Marseilles & London.  
 "TROLLUS" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
 For freight and passage rates and information apply to—

**Butterfield & Swire,**  
 Agents.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
 Authorized Capital \$50,000,000  
 Issued and Fully Paid-up \$20,000,000  
 Reserve Funds:—  
 Sterling \$4,500,000  
 Silver \$37,000,000  
 Reserve Liability of Proprietors \$20,000,000  
 Court of Directors:  
 Hon. Mr. D. G. M. BERNARD, Chairman.  
 Hon. Mr. A. O. LANG, Deputy Chairman.  
 W. H. Bell Esq., J. A. Thomson Esq.,  
 A. H. Compton Esq., H. P. White Esq.,  
 W. L. H. H. Esq., H. P. White Esq.,  
 W. L. H. H. Esq., H. P. White Esq.,  
 Chief Manager:  
 A. H. Barlow Esq.,  
 Manager: Shanghai—  
 G. H. Stritt Esq.

## LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS OPEN IN LOCAL CURRENCY AND FIXED DEPOSITS RECEIVED FOR ONE YEAR OR SHORTER PERIODS IN LOCAL CURRENCY AND STRAITS DOLLARS WHICH WILL BE QUOTED ON APPLICATION.  
 Hongkong, April 6th, 1925. [25]

## HONGKONG SAVINGS BANK.

THE BUSINESS OF THE ABOVE BANK IS CONDUCTED BY THE HONGKONG & SHANGHAI BANKING CORPORATION. RULES MAY BE OBTAINED ON APPLICATION.  
 INTEREST ON DEPOSITS IS CALCULATED ON THE LOWEST BALANCE DURING EACH COMPLETED CALENDAR MONTH AT 3 PER CENT. PER ANNUM. SHOULD THERE BE NO BALANCE ON ANY DAY IN A MONTH NO INTEREST WILL BE ALLOWED FOR THAT MONTH.  
 Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK TO BE PLACED ON FIXED DEPOSITS AT CURRENT RATES.  
 For the HONGKONG & SHANGHAI BANKING CORPORATION,  
 A. H. BARLOW, Chief Manager.  
 Hongkong, 7th January, 1925. [2]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
 HEAD OFFICE: LONDON.  
 Paid-up Capital \$23,000,000  
 Reserve Fund \$24,000,000  
 Reserve Liability of Proprietors \$23,000,000  
 FOREIGN EXCHANGE AND GENERAL BANKING BUSINESS TRANSACTED.  
 CURRENT ACCOUNTS OPENED AND FIXED DEPOSITS RECEIVED FOR ONE YEAR OR SHORTER PERIODS AT RATES WHICH WILL BE QUOTED ON APPLICATION.  
 A. H. FERGUSON, Manager.  
 Hongkong, April 15th, 1925. [30]

## BANQUE DE L'INDO-CHINE.

Head Office: 96, Boulevard Haussmann, Paris.  
 Subscribed Capital Frs. 72,000,000.00  
 Paid-up Capital Frs. 88,400,000.00  
 Reserve Fund Frs. 59,887,283.54  
 BRANCHES:  
 Bangkok, Hanoi, Pondicherry, Saigon, Shanghai, Singapore, Canton, Nanking, Hankow, Peking, Tientsin, Yunnan, etc.  
 BANKERS:  
 IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.  
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.  
 IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.  
 Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of Banking and Exchange Business transacted.  
 A. LECOT, Manager.  
 Hongkong, 20th March, 1924. [32]

## THE BANK OF EAST ASIA, LIMITED.

Head Office: HONGKONG, 10, Des Voeux Road Central.  
 AUTHORIZED CAPITAL \$10,000,000  
 PAID-UP CAPITAL \$5,000,000  
 RESERVE FUND (1925) 1,200,000  
 DIRECTORS:  
 Hon. Sir Shou-son Chow, Chairman.  
 Fung Ping Shan, Mok Ching Kong, Li Koon Chan, Wong Yui Tong, P. K. Kwok, Huynh Tai, Ng Ching Luk, Kan Ying Po, Pong Wai Ting, Chan Ching Shek.  
 Every description of Banking and Exchange business transacted.  
 Loans granted on approved securities.  
 SAFE DEPOSIT BOXES TO LET.  
 Kan Tong Po, Chief Manager.  
 Hongkong, 8th February, 1926.

## COMMERCIAL.

## OPENING QUOTATIONS.

May 18th, 1926.

On London—	2.21
Telegraphic Transfer	2.21
Bank Bills, on demand	2.21 1/2
Bank Bills, at 30 days' sight	—
Bank Bills, at 60 days' sight	—
Bank Bills, at 90 days' sight	—
Credit, at 4 months' sight	2.21 1/2
Documentary, at 4 months' sight	2.21 1/2
On Paris—	1.800
Bank Bills, on demand	1.800
Credit, at 4 months' sight	1.800
On New York—	54 1/2
Bank Bills, on demand	54 1/2
Credit, at 60 days' sight	54 1/2
On Bombay—	14 1/2
Telegraphic Transfer	14 1/2
Bank Bills, on demand	14 1/2
On Calcutta—	nom.
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Shanghai—	nom.
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—	nom.
On Manila—	nom.
On Singapore—	nom.
On Batavia—	nom.
On Hongkong—	nom.
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On Fuchow—	nom.
On Ningbo—	nom.
On Hangchow—	nom.
On Shanghai—	nom.
On Hongkong—	nom.
On Canton—	nom.
On Amoy—	nom.
On Swatow—	nom.
On Fuchow—	nom.
On Ningbo—	nom.
On Hangchow—	nom.
On Shanghai—	nom.
On Hongkong—	nom.
On Canton—	nom.
On Amoy—	nom.
On Swatow—	nom.
On Fuchow—	nom.
On Ningbo—	nom.
On Hangchow—	nom.
On Shanghai—	nom.
On Hongkong—	nom.
On Canton—	nom.
On Amoy—	nom.
On Swatow—	nom.
On Fuchow—	nom.
On Ningbo—	nom.
On Hangchow—	nom.
On Shanghai—	nom.
On Hongkong—	nom.
On Canton—	nom.
On Amoy—	nom.
On Swatow—	nom.